

**PORTLAND DEVELOPMENT COMMISSION**  
Portland, Oregon

**RESOLUTION NO. 6583**

**RESOLUTION APPROVING THE PROPOSED FIRST AMENDMENT TO THE LENTS TOWN CENTER URBAN RENEWAL PLAN AND DIRECTING THE AMENDMENT BE SUBMITTED TO THE PORTLAND CITY COUNCIL FOR ADOPTION**

**WHEREAS**, the Portland City Council (the "Council") adopted the Lents Town Center Urban Renewal Plan (the "Plan") on September 9, 1998, by Ordinance No. 172671 to provide tax increment funding and urban renewal authority eliminate blight and to foster the development and redevelopment in order to protect the public health, safety, and welfare of the City of Portland;

**WHEREAS**, the Council established the maximum indebtedness of \$75,000,000 when it adopted the Plan and will likely be reached in 2011;

**WHEREAS**, there continues to exist blight and underutilized property within the Plan Area, in accordance with ORS 457.010, that can be addressed through further urban renewal assistance;

**WHEREAS**, the Plan has a last date to issue debt of October 1, 2015 after which time the City and the Commission will lose the ability to issue additional bonded indebtedness to carry on the important work of alleviating blight in the area;

**WHEREAS**, the Commission authorized the Lents Plan Amendment Study on April 25, 2007, Resolution No. 6478, to determine whether there are projects and priorities which merit extending the life of the Plan, increasing the maximum indebtedness for the Plan or increasing the size of the district;

**WHEREAS**, the Lents Town Center Urban Renewal Advisory Committee adopted a sub-committee report on January 8, 2008 which recommended extension of the Plan to June 30, 2020, increase the indebtedness by \$170 million and expand the district by 140 acres;

**WHEREAS**, the 140.05 net acres for expansion of the Plan Area to include the blighted property as described in Exhibit D is necessary to facilitate development and redevelopment of properties as described in Exhibit C;

**WHEREAS**, the Commission has sought and received valuable input from related taxing jurisdictions pursuant to ORS 457.085(5), citizens, and other interested parties in Portland who have requested the continuation of urban renewal activity within the district;

**WHEREAS**, the amendment of the Plan to extend the life, increase indebtedness and expand the boundary are financially feasible and conforms to the Plan goals as well as the City's Comprehensive Plan;

**WHEREAS**, the Commission has desired to standardize how amendments are processed and standardize the amendment language among urban renewal areas;

**WHEREAS**, the Commission has caused a summary report to be forwarded to each taxing district affected by the urban renewal plan, and has consulted and conferred with those taxing districts; and

**WHEREAS**, the amendment of the Plan increases indebtedness and increases the size of the Plan Area beyond one percent of the Area original size, representing a substantial amendment to the Plan which requires review and recommendation by the Portland Planning Commission, approval of the Portland City Council and notice of such action to all property owners, electors, utility customers or postal patrons within the city limits.

**NOW, THEREFORE, BE IT RESOLVED** that based on the accompanying reports, hereby incorporated by reference, the Commission finds that the existing and expanded Plan area continues to be blighted as described in ORS 457.010 and in need urban renewal assistance to reduce and eliminate the characteristics of blight;

**BE IT FURTHER RESOLVED** that the First Amendment to Lents Town Center Urban Renewal Plan in the form attached hereto as Exhibit C (the "First Amendment to Lents Town Center Urban Renewal Plan"), which, among other things, finds there is a need to extend the Plan for a period of five years; increase maximum indebtedness by \$170 million; and expand the area by 140.05 net acres and authorizes the First Amendment to the Plan changing the expiration date from October 15, 2015 to June 30, 2020; increasing the indebtedness from \$75,000,000 to \$245,000,000; and expanding the size of the area from 2,706.74 acres to 2,846.79 acres, is approved;

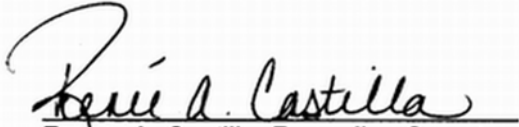
**BE IT FURTHER RESOLVED** that the Report on the First Amendment to Lents Town Center Urban Renewal Plan in the form attached hereto as Exhibit D (the "Technical Report") is approved;

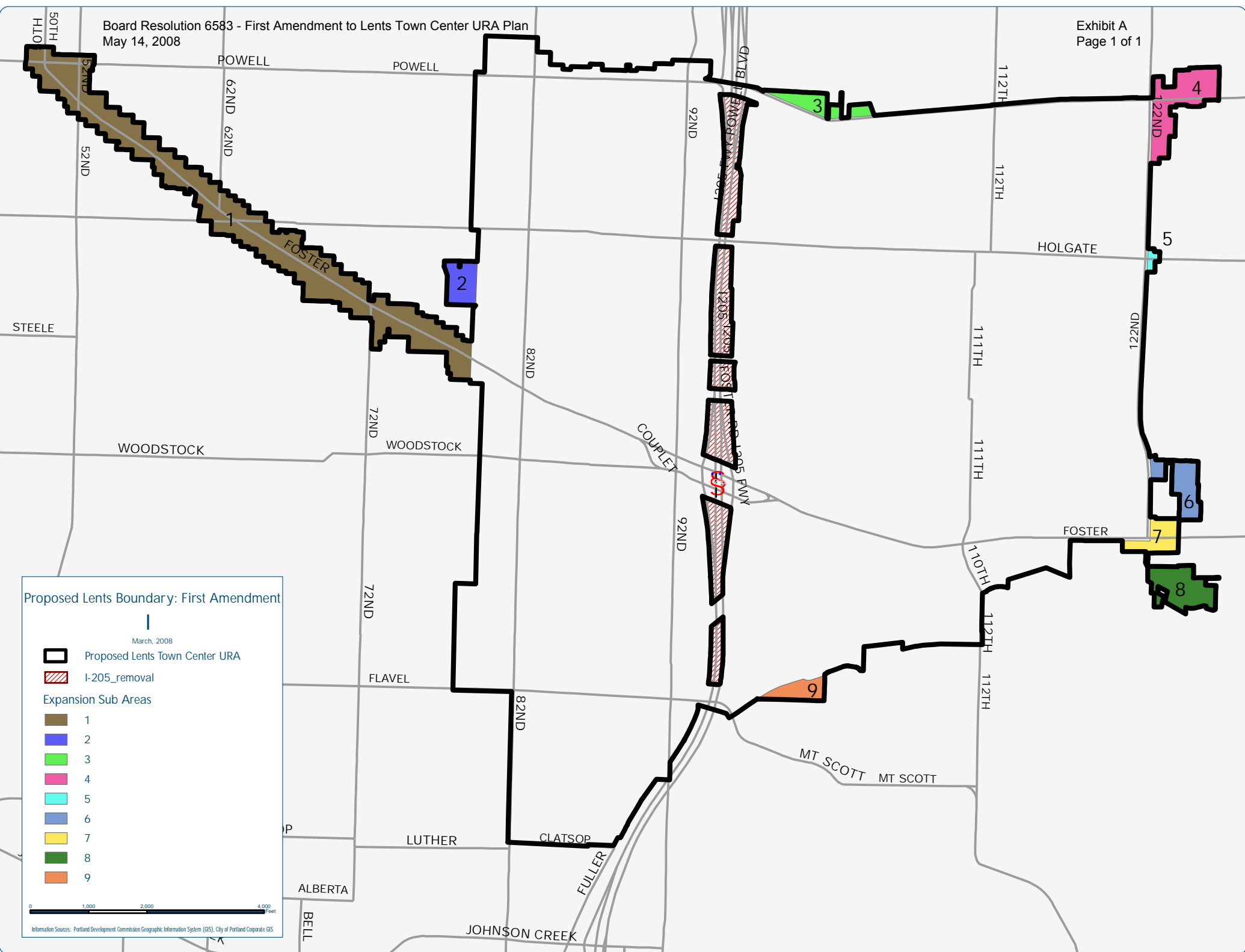
**BE IT FURTHER RESOLVED** that the Commission directs the Executive Director to submit the First Amendment to the Lents Town Center Urban Renewal Plan, Technical Report and supporting materials to the Portland Planning Commission for review and recommendation and to the Portland City Council for final approval in accordance with the terms of the Plan and ORS 457.095;

**BE IT FURTHER RESOLVED** that the Executive Director shall cause notice of the hearing by the Portland City Council on adoption of the First Amendment to be published in accordance with ORS 457.120; and

**BE IT FURTHER RESOLVED** that this resolution shall become effective immediately upon its adoption.

**Adopted by the Portland Development Commission on May 14, 2008.**

  
Renee A. Castilla, Recording Secretary



**Proposed Lents Boundary: First Amendment**

March, 2008

- Proposed Lents Town Center URA
- I-205\_removal

**Expansion Sub Areas**

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

0 1,000 2,000 4,000 Feet

Information Sources: Portland Development Commission Geographic Information System (GIS), City of Portland Corporate GIS

The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to assure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or positional accuracy. This information is presented "as is" and without warranties, either expressed or implied.



# LENTS TOWN CENTER PLAN AMENDMENT STUDY

## Final Report and Recommendations



*Lents, a great place to grow.*







**Chair's Letter  
Lents Town Center Urban Renewal Area  
Plan Amendment Study  
Urban Renewal Advisory Committee**

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To the Members of Portland City Council, Planning Commission, PDC Board of Commissioners, Local Taxing Jurisdictions, and Interested Citizens:

The Lents Plan Amendment Study was authorized by the PDC Board on April 25, 2007. PDC staff has been working with the Lents Town Center Urban Renewal Advisory Committee (URAC), a subcommittee, and consultants to develop technical, legal, and financial information so that community stakeholders and policy makers can make an informed decision regarding the future of the Lents Town Center Urban Renewal Area (URA). As part of a larger PDC evaluation of URA districts referred to as the "Future of Urban Renewal," Lents Town Center URA is one of the first in a series of studies to determine the financial capacity, policy choices, and a range of needed projects in each participating URA. The purpose of this memo is to provide a clear and concise record of technical research and deliberations regarding the plan amendment study process that led to the development of three alternatives and a preferred recommendation.

**Background**

After PDC Board authorization, staff initiated the public outreach process that began with the Lents Resource Fair in April 2007. Following a briefing to the URAC on May 8, 2007, the Lents Town Center Urban Renewal Advisory Committee (URAC) on July 10, 2007, directed staff to form a subcommittee charged with developing recommendations for a proposed plan amendment. The subcommittee, made up of URAC members and representatives of the Foster-Powell and Lents Neighborhood Associations, and a resident of the Powellhurst-Gilbert Neighborhood, was responsible for evaluating the existing URA Plan that was adopted in 1998 and advising the URAC on the future direction of Lents Town Center URA. The subcommittee's charge was guided as part of a larger study to answer three fundamental questions of the URA:

- (1) *Should the URA boundary be expanded and where?*
- (2) *Should the maximum indebtedness be increased to complete existing projects in the URA Plan, continue funding existing programs, and consider new projects identified by the community?*
- (3) *Should the current expiration date (2015) be extended?*

The subcommittee held five evening meetings open to the public from August to December 2007 to carefully review the technical information and weigh the policy choices.

### **Public Involvement**

Since July 2007, PDC staff has implemented a comprehensive public participation plan to elicit feedback on the questions above and the potential projects and policy choices from community members, stakeholders, and the URAC members in the existing Lents Town Center URA, potential expansion areas, and adjacent neighborhoods affected by the proposal. As part of a status report on the plan amendment process, PDC staff presented the results of these efforts to the URAC on November 13. The following night the subcommittee reviewed the same results. The recommendations in this report are based in large part on the results of the public participation process, including a survey conducted by PDC staff. For a full analysis and discussion on the public involvement plan and survey results, please refer to Section III – Public Involvement Report and the Appendices.

### **URAC Recommendations**

Staff and the subcommittee developed three policy alternatives as a result of technical, legal (ORS 457), and financial information that was researched, collected, and processed since April 2007. The bulk of the financial information was provided by Jeff Tashman and Elaine Howard, who are consultants to the Future of Urban Renewal effort. The financial results included a comparative analysis of estimated levels of maximum indebtedness based on three scenarios of growth in assessed value from 2000-2006: conservative (3%), trend (4.4%), and aggressive (6%). The three alternatives – No Expansion, Foster Road Expansion, Foster Road/Powell/122<sup>nd</sup> Expansion - all assumed extension of the district to 2020. The subcommittee carefully reviewed each policy alternative and forwarded these recommendations to the URAC on January 8, 2008.

The following URAC recommendations, as formed by the URAC subcommittee, are organized according to the three fundamental questions:

*1. Should the current expiration date (2015) be extended?*

The subcommittee voted to extend the district until FY 2019/20 based on the financial analysis showing the extension would allow a larger increase in maximum indebtedness. **The subcommittee voted unanimously to approve the extension.**

*2. Should the LTC URA boundary be adjusted, and where?*

As the enclosed map illustrates, the URAC has proposed boundary adjustments to the existing URA. At the subcommittee meeting on December 12, 2007 staff provided an overview of the expansion areas, including additions and subtractions along Powell Boulevard and 122<sup>nd</sup> Avenue since the process began in April 2007. The URAC approved the boundary adjustment subject to only one change. The subcommittee recommended removal of an opportunity site at 122<sup>nd</sup> & Holgate, whereas the URAC approved the site believing the site was an important location for the community. The subcommittee deliberated on each expansion area separately. Below is a list of the URAC recommendations for each area:

*Foster Road:*

Add Foster Road as originally proposed by staff in April 2007 that follows the existing commercial zoning pattern. **The subcommittee voted unanimously to add the Foster Road expansion area.**

NOTE: Per PDC Board direction at the December 12, 2007 briefing, staff was asked to consider adding a “buffer” or strategic properties of residential land along both sides of the commercial corridor to encourage preservation and revitalization of housing and support the City's Schools, Family, Housing initiative. Staff conducted an alternatives analysis and has recommended adding three multi-family properties (six tax lots) to the Foster Corridor expansion. Staff will provide more detailed recommendations to the PDC Board and URAC on March 26 and March 11, respectively.

*Powell Boulevard/ 122<sup>nd</sup> Avenue:*

- Add commercially zoned nodes at intersections for mixed use revitalization opportunities, including the 122<sup>nd</sup> and Holgate area.
- Delete scattered site *residentially zoned* parcels along Powell Blvd. and 122<sup>nd</sup> Avenue, except the opportunity site west of Alice Ott Middle School.
- Connect Leach Botanical Garden to the existing URA by 122<sup>nd</sup> Avenue (right-of-way).

**The subcommittee voted 4-3 to add the Powell Blvd/122<sup>nd</sup> Ave expansion area and removed the 122<sup>nd</sup> & Holgate site.**

3. *Should the maximum indebtedness be increased and by how much?*

The table below illustrates the maximum indebtedness for each alternative as described above.

<b>Maximum Indebtedness Capacity with Three Expansion Alternatives</b>	
<b>Last Date for Issuance of Debt (All Alternatives)</b>	<b>2020</b>
<b>Bonds Repaid (All Alternatives)</b>	<b>2026</b>
<b>1. Existing URA (No Expansion)</b> Assumes trend scenario (4.4% Growth)	
<b>Added Maximum Indebtedness</b>	\$162,000,000
<b>2. Foster Road Expansion Area</b> Assumes conservative scenario in expansion area (3% Growth)	
<b>Added Maximum Indebtedness</b>	\$6,600,000
<i>Subtotal</i>	\$168,600,000
<b>3. Foster Road and Powell Blvd/ 122<sup>nd</sup> Ave Expansion Areas</b> Assumes conservative scenario in expansion areas (3% Growth)	
<b>Added Maximum Indebtedness</b>	\$1,900,000
<i>Subtotal</i>	\$170,500,000
<b>URAC Recommendation for Additional Maximum Indebtedness</b>	<b>\$170,000,000</b>
Existing Maximum Indebtedness (1998)	\$75,000,000
<b>TOTAL MAXIMUM INDEBTEDNESS</b>	<b>\$245,000,000</b>



The financial projections are based on County Assessor's data (2000-2007) and City of Portland building permit activity (2000-2006). As the above table illustrates, the additional debt capacity is estimated at \$162M for Alternative 1 (No Expansion), which is the minimum amount of debt capacity among the three alternatives and more than doubles the original amount that was conservatively set at \$75M in 1998. If the expansion areas are added, the total debt capacity can be raised slightly more to \$168M for Alternative 2 (Foster Road) and up to \$170M for Alternative 3 (Foster Road and Powell Blvd/122<sup>nd</sup> Ave). The latter expansion area is not expected to generate significant tax increment revenue after inclusion in the URA as a result of market conditions, project needs, and the lack of existing commercial and industrial properties and businesses that generate more value per square foot than residential. **The subcommittee voted unanimously to adopt the \$170M maximum indebtedness level.**

### **Additional Recommendations**

Based on the above analysis, the public participation results, and the subcommittee's deliberations on December 12, *the URAC voted unanimously on January 8, 2008 to forward these recommendations to the PDC Board for their consideration and deliberation, and further those recommendations to the Planning Commission, and then to the City Council for final action, with the following conditions that clarify the above policy choices:*

- Continue to support and budget accordingly to achieve one of the primary, original goals of the 1998 URA Plan – revitalization and redevelopment of the Lents Town Center. The community and the subcommittee overwhelmingly support this goal to spur additional development in the Town Center and to honor the existing commitment PDC made in 1998 when the district was established. To accomplish this goal will take significant TIF resources;
- Balance expenditures to include projects that generate tax increment revenue, such as redevelopment and economic development loans and grants, with quality of life projects such as infrastructure improvement, a variety of housing options, and school facilities projects;
- Assist with the redevelopment of Freeway Land for job generation, habitat restoration, and flood mitigation of the Foster Road area;
- Continue investing and leveraging federal funds for flood mitigation around Johnson Creek;
- As part of the “30% Set Aside” for affordable housing, continue to focus those resources on homeownership development, financing, and first-time homebuyer programs. Encourage and allow the housing subcommittee to develop a strategy that implements the goals and objectives of the URA Plan;
- Focus expenditures in the Foster Road expansion area on redevelopment (Development Opportunity Services (DOS) and commercial loans) and economic development programs (storefront improvement, business assistance loans, etc.) so TIF resources can be leveraged, spent wisely, and pay for themselves over the remaining life of the URA. Future infrastructure investments, such as the Foster Road streetscape, should be carefully evaluated for leverage with other private and public funding sources, have the support from the businesses and residents, and focus on improving safety; and
- The Foster-Powell Neighborhood Association, representing the Foster Road expansion area, is supportive of including affordable rental housing in commercial, mixed-use

projects and to revitalize existing multifamily housing. This allows the allocation of set aside housing resources to those areas if and when opportunities become available.

With these conditions in mind, and the difficult policy choices before us, we forward this recommendation with confidence in the work accomplished thus far and look forward to a discussion of the choices with the PDC Board of Commissioners, Planning Commission and City Council.

On behalf of the Urban Renewal Advisory Committee, the following report is submitted for your consideration.

Respectfully,

Cora Potter, Chair  
Lents Town Center Urban Renewal Advisory Committee

For a copy of the full report, please visit PDC's Future of Urban Renewal website:  
<http://www.pdc.us/four/lents/default.asp>

# LENTS TOWN CENTER URBAN RENEWAL PLAN

## First Amendment



City of Portland  
Portland Development Commission

June 18, 2008



## LIST OF PARTICIPANTS

### **Mayor**

Tom Potter

### **Commissioners**

Sam Adams  
Randy Leonard  
Dan Saltzman  
Erik Sten

### **Portland Development Commission**

Mark Rosenbaum, Chair

Sal Kadri  
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Andre' Baugh  
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Larry Hilderbrand  
Howard Shapiro  
Jill Sherman  
Irma Valdez

### **Lents Town Center Urban Renewal Advisory Committee (URAC)**

#### **Leadership**

Cora Potter, Chair – At Large Resident  
Michael Cummings, Vice Chair – At Large Resident

#### **Organization Representatives**

Debbie Black, Foster Area Business Association  
Devin Culbertson, Community Partner: Housing Organization – HOST Development  
Jess Laventall, Lents Neighborhood Association  
Steve Messinetti, Community Partner: Habitat for Humanity:  
Roger Rees, Community Partner: Lents Masonic Lodge:  
Gary Sargent, 82nd Ave Business Association  
Susan Stoltenberg, Community Partner: Portland Impact  
Mary Walker, Powellhurst-Gilbert Neighborhood Association

#### **At Large Members**

Alan Brzycki, Business  
Clint Lenard, Resident  
Alan Melton, Resident  
Adrian O'Brian, Business

**Alternate Members**

John Miller, Community Partner: Housing Organization  
Rebecca Stevenjord, Lents Neighborhood Association

**Lents Town Center Sub Committee on Plan Amendment Study**

Cora Potter, Chair, URAC, Resident of Lents Neighborhood  
Jess Laventall, URAC, Lents Neighborhood Association  
Gary Sargent, URAC, 82<sup>nd</sup> Avenue of Roses Business Association  
Dewey Akers, Chair of Lents Neighborhood Association  
Mary Walker, URAC, Resident of Powellhurst-Gilbert Neighborhood  
Erica Bjerning, Chair of Foster-Powell Neighborhood Association  
Debbie Black, Foster Area Business Association

**Portland Development Commission Lents Team**

Bob Alexander, Special Projects, Executive Team  
Faye Brown, Budget Team  
Angela Cadena, Budget Team  
Juan Carlos Ocaña-Chíu, Public Participation Coordinator  
Margarita Molina, Legal Counsel  
Kevin Cronin, AICP, Senior Project Coordinator, Development Department  
Sara Culp, Project/Program Coordinator, Housing Department  
Diane Hale, Student Employee  
Amy Miller Dowell, Lents Town Center URA Development Manager  
Byron Estes, Senior Development Manager, Neighborhood URA  
Pam Neal, Senior Project Coordinator, Economic Development

**Portland Bureau of Planning**

Gil Kelley, AICP, Planning Director  
Joe Zehnder, Principal Planner  
Deborah Stein, Supervising Planner  
Barry Manning, Senior Planner  
Tom Armstrong, City Planner

**Office of Management and Finance**

Eric Johansen, Debt Manager  
Patty Tigue, Principal Debt Analyst

**Consultant Team**

Tashman Johnson, LLC  
Elaine Howard Consulting, LLC  
James Vanden Bos, Planner

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The First Amendment to the Lents Town Center Urban Renewal Plan (the “Amendment”) contains changes to the boundary, maximum indebtedness, an extension of the time to issue maximum indebtedness, and a revision of project activities and financial analysis for the Lents Town Center Urban Renewal Plan (the “Plan”). The Plan for the Lents Town Center Urban Renewal Area (Area) was originally approved by the City Council of the City of Portland on September 9, 1998, by Ordinance No. 172671.

The Lents Plan Amendment Study was authorized by the Portland Development Commission (Commission) Board on April 25, 2007 to conduct a review for a “substantial” plan amendment. Subsequently, Commission staff has been working with the Lents Town Center Urban Renewal Advisory Committee (URAC), a subcommittee, and consultants to develop technical, legal, and financial information so that community stakeholders and policy makers could make an informed decision regarding the future of the Area.

As part of a larger Commission evaluation of urban renewal districts referred to as the “Future of Urban Renewal,” the Area is one of the first in a series of studies that began in 2007 to determine the financial capacity, policy choices, and a range of needed projects in each participating urban renewal area. The purpose of this Amendment is to provide a clear and concise record of technical, legal, and financial research, data, findings, and deliberations regarding the plan amendment study process that led to the development of a preferred recommendation and a final decision. This amendment includes the following changes to the original Plan:

- A. An extended timeline for the issuance of bonds and funding for urban renewal activities.**
- B. Expanded boundaries for the Area.**
- C. An increase in maximum indebtedness and new financial projections for the Area.**
- D. Additional projects included in the Plan.**
- E. An update to section IV detailing Relationship to Local Objectives.**
- F. An update to section XII Amendments to the Plan.**

This urban renewal plan, as amended, has been prepared by the Urban Renewal Agency of the City of Portland, Oregon, pursuant to Oregon Revised Statutes (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and City of Portland, respectively. All such applicable laws are made a part of this Plan, whether expressly referred to in the text or not.

The amended Plan would be administered by the Commission, which was established by the citizens of Portland through a vote in 1958 as the City’s Urban Renewal Agency. Changes to the

Plan, if necessary, must comply with Section XII of this Plan, and if a substantial change, must be approved by the Commission and then by the City Council. The Amendment is accompanied by an Urban Renewal Report (the "Report") that contains additional information.

The last date for issuance of maximum indebtedness is June 30, 2020. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is two hundred, forty-five million dollars (\$245,000,000).

## **I. INTRODUCTION**

The Expansion Areas shown in Exhibit II, consist of approximately 205 acres of land. This Expansion Areas are contiguous to the existing Area and mostly comprises commercially zoned property on and directly adjacent to SE Foster Road from SE 50th Avenue to SE 79th Avenue, commercial nodes along SE 122<sup>nd</sup> Avenue, job creation opportunity sites along SE Powell Boulevard, Marysville School and Alice Ott Middle School, housing opportunity sites on SE Knapp Street and SE 122<sup>nd</sup> Avenue and the Leach Botanical Gardens.

The overall purpose of the Amendment is to use tax increment financing to overcome obstacles to development of the Area. Tax increment financing (see section XI) generally means that the property taxes resulting from growth in property value within the Area can be used to finance improvement projects and programs.

## **II. PUBLIC INVOLVEMENT**

No change.

## **III. GOALS AND OBJECTIVES**

No change.

## **IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES**

The language in this section IV replaces the corresponding section IV in the existing Plan in its entirety.

The Plan will play a critical role in achieving the goals, policies, and objectives of the Portland Comprehensive Plan, the Outer Southeast Community Plan, and applicable neighborhood plans. The purpose of this section is to meet the statutory requirements for land use planning consistency under ORS 457.095(3). This section is organized by each land use document with the Portland Comprehensive Plan as the parent and all other documents as subordinate and supporting of the overall goals and policies enumerated in a comprehensive plan. Specifically, the Plan will provide for urban renewal projects and programs that help to implement the City of Portland's plans and policies that seek to preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

As shown in Table 1, the Plan goals and objectives support corresponding Portland Comprehensive Plan policies and in turn the comprehensive plan is acknowledged by the Land Conservation and Development Commission (LCDC) as consistent with Oregon Land Use Planning Goals and Policies. The Plan has been formulated through a public involvement process that is consistent with the Citizen Involvement (Goal 9) and Metropolitan Coordination (Goal 1) policies. The neighborhood and commercial area revitalization goals are consistent with city and regional goals to reinvest and redirect growth and development into existing urban areas. The Plan will facilitate redevelopment and public improvements that will provide a range of

commercial, employment and housing opportunities in the Lents Town Center, three station communities (Powell, Holgate, and Flavel) along the South Corridor/I-205 light rail transit line, and three main street segments (82nd Avenue, Foster Road and 122nd Avenue).

The Plan also will help provide housing and employment opportunities. The creation and maintenance of a variety of housing choices for residents of all income levels is an important goal found in the Portland Comprehensive Plan and supporting documents. This goal clearly is supported by the identified housing projects in the Plan. Encouraging job creation is another goal that is supported by urban renewal projects such as developing the Johnson Creek Industrial Area (Freeway Land site) and the area along Powell Boulevard south of Kelly Butte for a wider range of employment uses.

The Plan includes a range of transportation improvement projects that will help provide a range of transportation choices and enhance connectivity that will reinforce the livability of neighborhoods and the vitality of commercial areas. The Plan will facilitate the redevelopment of an area that is well served by transit, which will reduce the need for employees and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the City's street system.

The Plan also supports policies that call for providing parks and open spaces to meet recreational needs; creating a sense of connection with the natural environment; and protecting natural resources by reducing the impact of development. Specifically, the Plan addresses floodplain and other environmental issues so that industrial and commercial uses do not have an adverse impact on the Johnson Creek watershed and surrounding wetlands.

The Plan is supportive of the six neighborhood plans that encompass the Area. The Creston-Kenilworth, Foster-Powell and Mt. Scott-Arleta neighborhood plans all emphasize the Foster Road corridor as an important part of the community identity and the need to support it as a pedestrian-friendly main street. The Lents neighborhood plan strongly supports revitalization of the Lents Town Center and focusing public resources on the development of the town center as a commercial, residential, and employment center, which is consistent with the goals of the Plan. The Brentwood-Darlington and Powellhurst-Gilbert neighborhood plans emphasize improving the physical appearance of the neighborhood, improving commercial viability, and residential diversity, which are all consistent with the goals and projects included in the Plan.

Appendix A provides findings of fact for consistency with applicable state, regional, and local planning goals, policies, and objectives.

## **A. Portland Comprehensive Plan**

Effective on January 1, 1981 and last revised in July 2006, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The Plan is especially supportive of the following Comprehensive Goals and Policies.

### GOAL 2 URBAN DEVELOPMENT

Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

### *POLICIES*

#### Policy 2.1 Population Growth

Allow for population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households by the year 2000.

#### Policy 2.2 Urban Diversity

Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

#### Policy 2.9 Residential Neighborhoods

Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

#### Policy 2.11 Commercial Centers

Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area.

#### Policy 2.12 Transit Corridors

Provide a mixture of activities along major transit routes and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

#### Policy 2.15 Living Closer to Work

Locate greater residential densities near major employment centers, including Metro designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

**Policy 2.17 Transit Stations and Transit Centers**

Encourage transit-oriented development patterns at transit stations and at transit centers to provide for easy access to transit service. Establish minimum residential densities on residentially-zoned lands within one-half mile of transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use.

**Policy 2.28 Outer Southeast Community Plan**

Promote the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan.

**GOAL 3 NEIGHBORHOODS**

Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

***POLICIES***

**Policy 3.1 Physical Conditions**

Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

**Policy 3.2 Social Conditions**

Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

**Policy 3.5 Neighborhood Involvement**

Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations.

**Policy 3.6 Neighborhood Plan**

Maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council.

**Policy 3.9 Outer Southeast Community Plan Neighborhoods and Business Plan** include as part of the Comprehensive Plan neighborhood and business plans developed as part of the Outer Southeast Community Plan. Neighborhood and business plans developed as part of the Outer Southeast Community Plan are those for Centennial, Foster-Powell, Hazelwood, Lents, Mt. Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert, and South Tabor. Use the Neighborhood

Plans to guide decisions on land use, transportation and capital expenditures, community development programs, where applicable.

Objective B. Ensure that Foster-Powell remains a stable, diverse, affordable community whose residents include both young families and older households. Maintain its unique sense of place by preserving its historic housing and streetcar era commercial and institutional buildings. Use the Foster-Powell Neighborhood Plan as a guide to future decisions on land use, capital improvement projects, and community development activities.

Objective AD. Foster Lents as a thriving urban employment center where people enjoy living, working, and recreating.

Objective E. Enhance the community pride, safety, residential quality, and accessibility of the Mt. Scott Arleta Neighborhood.

Objective H. Enhance the image, marketability, and vitality of businesses and business areas in Outer Southeast. Use the Southeast Business Plan to guide decisions on land use, transportation, capital expenditures, and economic revitalization programs.

Objective J. Make the Powellhurst-Gilbert Neighborhood an enjoyable and pleasant place to live by improving the physical appearance of the neighborhood, improving commercial viability, and residential diversity.

#### GOAL 4 HOUSING

Enhance Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households.

#### POLICIES

##### Policy 4.3 Sustainable Housing

Encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

Objective A. Place new residential developments at locations that increase potential ridership on the regional transit system and support the Central City as the region's employment and cultural center.

Objective B. Establish development patterns that combine residential with other compatible uses in mixed-use areas such as the Central City, Gateway Regional Center, Station Communities, Town Centers, Main Streets, and Corridors.

Objective C. Encourage the development of housing at transit-supportive densities near transit streets, especially where parks or schools are present, to ensure that the benefits of the public's investment in those facilities are available to as many households as possible.

#### Policy 4.4 Housing Safety

Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

#### Policy 4.5 Housing Conservation

Restore, rehabilitate, and conserve existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

#### Policy 4.7 Balanced Communities

Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

Objective A. Achieve a distribution of household incomes similar to the distribution of household incomes found citywide, in the Central City, Gateway Regional Center, in town centers, and in large redevelopment projects.

Objective B. Maintain income diversity within neighborhoods by 1) allowing a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments; and 2) ensure that income diversity is maintained over the long-term.

Objective C. Promote the development of mixed-income housing that may include a mix of housing types.

Objective D. Encourage housing opportunities for extremely low and very low-income households (below 50% MFI) in all neighborhoods to avoid their concentration in any one area.

Objective F. Support public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low-income households, or that lack infrastructure.



Objective G. Encourage the development and preservation of housing that serves a range of household income levels at locations near public transit and employment opportunities.

Objective H. Improve the balance in the city's population by attracting a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and a vital public school system.

Objective I. Expand homeownership opportunities for existing residents in neighborhoods with homeownership rates lower than the regional average.

Objective J. Expand multi-dwelling and rental housing opportunities in neighborhoods with homeownership rates higher than the regional average.

Objective K. As neighborhoods evolve, discourage the involuntary displacement of low-income residents from their community, while expanding housing opportunities to create more balanced communities.

#### Policy 4.10 Housing Diversity

Promote creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

Objective A. Keep Portland inviting to households with children by ensuring through public and private action the availability of housing that meets their needs throughout the city.

Objective B. Support homeownership opportunities in new multi-dwelling housing by encouraging the creation of condominiums, cooperatives, mutual housing associations, and limited equity cooperatives.

Objective C. Accommodate a variety of housing types that are attractive and affordable to potential homebuyers at all income levels.

Objective D. Encourage the production of a range of housing types for the elderly and people with disabilities, including but not limited to independent living, assisted living, and skilled nursing care facilities.

Objective E. Support opportunities for renter households by providing a range of housing types, sizes, and rent levels throughout the city.

Objective F. Increase the public school population in Portland, preventing widespread school closures, and the consequent underutilization of public facilities.

#### Policy 4.11 Housing Affordability

Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Objective A. Include strategies and actions that encourage the provision of housing affordable to all income levels in neighborhood, and community plans, and other area plans that pertain to housing.

Objective B. Ensure the availability of housing that meets the needs of all Portland households.

Objective D. Promote conservation programs and energy-efficient practices and programs that reduce housing operating costs for energy, sewer, and water usage.

Objective E. Work in partnership with the Housing Authority of Portland to preserve its portfolio of federally assisted housing at rents levels affordable to extremely and very low-income households.

Objective F. Pursue adequate financial resources to develop, maintain and preserve housing and housing assistance programs for households whose needs are not met by the housing market.

#### Policy 4.12 Housing Continuum

Ensure that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

Objective A. Plan and coordinate the provision of housing opportunities for households whose needs are not met by the private for-profit market.

Objective B. Promote the preservation and development of a sufficient supply of transitional and permanent housing affordable to extremely low-income individuals and households with children in order to reduce or prevent homelessness.

Objective C. Provide opportunities throughout the city for emergency shelters and transitional housing for people who are homeless.

Objective D. Stimulate production of a variety of housing types that are affordable and responsive to the needs of very low, low, moderate, and middle-income households.

Objective E. Expand opportunities for first-time homebuyers.

#### Policy 4.14 Neighborhood Stability

Stabilize neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.

Objective A. Promote and maintain homeownership options within neighborhoods.

Objective B. Promote housing opportunities that build a sense of community, civic involvement and neighborhood pride.

Objective C. Protect, preserve, and restore the City's single-room occupancy (SRO) and low-income housing.

Objective D. Encourage the retention of existing rental housing at rent levels affordable to area residents.

Objective E. Increase opportunities for construction, acquisition, or preservation of housing affordable to area residents in locations where rising property values and gentrification contribute to their involuntary displacement.

Objective K. Enhance the quality of the design of new infill residential development.

#### GOAL 5 ECONOMIC DEVELOPMENT

Foster a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city.

#### POLICIES

##### Policy 5.1 Urban Development and Revitalization

Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

##### Policy 5.2 Business Development

Sustain and support business development activities to retain, expand and recruit businesses.

##### Policy 5.3 Community-Based Economic Development

Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.

##### Policy 5.5 Infrastructure Development

Promote public and private investments in public infrastructure to foster economic development in Council-designated target areas.

**Policy 5.6 Area Character and Identity Within Designated Commercial Areas**  
Promote and enhance the special character and identity of Portland's designated commercial areas.

**Policy 5.7 Business Environment within Designated Commercial Areas**  
Promote a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

**Policy 5.8 Diversity and Identity in Industrial Areas**  
Promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

Objective E. Create mixed employment areas which encourage a broad range of employment opportunities by permitting a mix of industrial and commercial activities. Prevent land use conflicts within the mixed employment areas through the use of development standards and by limiting conflicting types of development.

#### *GOAL 6 TRANSPORTATION*

Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

#### *POLICIES*

**Policy 6.19 Transit-Oriented Development**  
Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

**Policy 6.20 Connectivity**  
Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Objective A. Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

Objective B. Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development.

Objective C. Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

**Policy 6.22 Pedestrian Transportation**

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

**Policy 6.23 Bicycle Transportation**

Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

**Policy 6.37 Southeast Transportation District**

Reduce travel demand and reliance on the automobile in Southeast Portland to protect residential areas and industrial sanctuaries from non-local traffic, while maintaining access to established commercial areas.

Objective F. Recognize SE Foster's (west of I-205) importance as a main street and as a Major City Traffic Street and Major City Transit Street by improving the pedestrian environment, preserving on-street parking, facilitating transit movement, and adding street trees.

Objective M. Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

**Policy 6.38 Far Southeast Transportation District**

Address transportation issues in the Far Southeast District by encouraging the use of transit and demand management measures, improving pedestrian/bicycle access, creating a more connected street system, and improving the functioning of arterials.

Objective A. Consider existing and future land use patterns, environmental impacts, the need for additional connectivity of collectors, and transit accessibility when improvements are planned and designed for the arterial system, particularly SE Powell and SE Foster.

Objective B. Improve arterials through better signalization and intersection design to serve adjacent land uses and to provide for access to adjacent neighborhoods, while minimizing non-local traffic on local streets.

Objective C. Accommodate bicyclists and pedestrians along arterials and at crossings, especially at activity nodes, through a combination of street and traffic management improvements.

Objective F. Provide adequate street connections in the Far Southeast District through the development and implementation of master street plans that identify connections for vehicles, pedestrians, and bicyclists.

Objective H. Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

Objective J. Improve pedestrian access at the light rail transit stations by adding local street connections and improvements, including enhanced crossings and wider sidewalks.

### GOAL 8 ENVIRONMENT

Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and businesses centers from detrimental noise pollution.

#### POLICIES

##### Policy 8.11 Special Areas

Recognize unique land qualities and adopt specific planning objectives for special areas.

Objective D. Johnson Creek Basin: Protect and preserve the scenic, recreation, fishery, wildlife, flood control, water quality, and other natural resource values of the Johnson Creek basin through application of environmental overlay zones and implementation of the Johnson Creek Basin Protection Plan.

##### Policy 8.14 Natural Resources

Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

### GOAL 9 CITIZEN INVOLVEMENT

Improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation in the implementation, review and amendment of the adopted Comprehensive Plan.

#### POLICIES

#### Policy 9.1 Citizen Involvement Coordination

Encourage citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

#### GOAL 11A PUBLIC FACILITIES

Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

#### *POLICIES*

##### Policy 11.1 Service Responsibility

Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

1. streets and other public ways
2. sanitary and stormwater sewers
3. police protection
4. fire protection
5. parks and recreation
6. water supply
7. planning, zoning, buildings and subdivision control

#### GOAL 11B PUBLIC RIGHTS-OF-WAY

Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.

#### *POLICIES*

##### Policy 11.9 Project Selection

Through the capital improvement program process, give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

Objective A. Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling, and transit use.

Objective B. Address existing deficiencies or hazards by improving pedestrian, bicycle, and vehicular safety.

Objective C. Use good resource management and minimize or reduce negative impacts to the natural environment.

Objective D. Provide and improve access to and within activity centers and develop safe routes to schools.

Objective E. Improve access to existing and emerging employment and industrial areas.

#### Policy 11.11 Street Plans

Promote a logical, direct, and connected street system through the development of street plans.

Objective L. As the Far Southeast District develops, provide connectivity for all modes of travel by developing streets.

#### Goal 11F Parks and Recreation

Maximize the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland.

#### GOAL 11I SCHOOLS

Enhance the educational opportunities of Portland's citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance in planning educational facilities.

#### *POLICIES*

##### Policy 11.56 Maximize Investments

Support school district facility and program investments in redeveloping neighborhoods through the City's allocation of housing assistance and park improvement investments.

##### Policy 11.57 Safety

Provide traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools where attendance area reorganization requires longer travel distances for students.

#### GOAL 12 URBAN DESIGN



Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

### *POLICIES*

#### Policy 12.2. Enhancing Variety

Promote the development of areas of special identity and urban character. Portland is a city built from the aggregation of formerly independent settlements. The City's residential, commercial and industrial areas should have attractive identities that enhance the urbanity of the City.

#### Policy 12.6 Preserve Neighborhoods

Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

### **B. Outer Southeast Community Plan**

#### *Economic Development Policy*

Improve the vitality of outer southeast business districts and employment centers. Ensure that they grow to serve the needs of outer southeast residents, attract customers from throughout the region, and generate family wage jobs for residents.

### OBJECTIVES

Objective 1. Foster the revitalization of older business districts including Foster Road, 82nd Avenue, and the former downtowns of Lents and Montavilla.

Objective 2. Promote the reuse and redevelopment of vacant, underused, or dilapidated commercial sites on arterials along both sides of I-205.

Objective 3. Create up to 6,000 new jobs in the outer southeast area by encouraging development of commercial and industrial areas.

e. Encourage the development of the Lents town center at the I-205/Foster Road interchange.

Objective 4. Promote the retention and growth of existing businesses to increase the number of jobs they provide.

Objective 5. Recruit businesses that provide family-wage jobs.

*Transportation Policy*

Ensure that streets in outer southeast form a network that provides for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel.

OBJECTIVES

Objective 1. Reduce the amount of automobile driving done by area residents by making it more convenient to use public transit.

b. Encourage a mix of multifamily housing and shipping opportunities in areas with good transit service.

Objective 2. Support better mass transit service by creating opportunities to develop higher-density housing on or near streets with public-transit service or planned public-transit service. Ensure that this housing blends in with that of surrounding residential areas.

Objective 4. Pursue and plan for high-capacity transit on I-205, with a Lents station.

Objective 5. Increase housing densities where streets cross I-205 to support development of a future high capacity transit facility such as a light-rail line or express bus service.

*Housing Policy*

Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development.

OBJECTIVES

Objective 2. Stimulate production of new housing units by both private and nonprofit housing producers to accommodate expected population growth.

Objective 6. Encourage property owners to maintain and improve their homes so that established neighborhoods remain stable and attractive.

Objective 7. Preserve and increase the supply of housing affordable to households below the median income.

*Open Space and Environmental Policy*

Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.

#### OBJECTIVES

Objective 2. Reinforce Johnson Creek, the Boring Lava Hills, and Kelly Butte as significant natural and scenic resources.

Objective 3. Improve access to sites for recreational and open space opportunities, especially in the riparian areas of the Johnson Creek corridor.

Objective 4. Establish a network of bicycle and pedestrian connections between outer southeast's parks, open spaces, and the Springwater Corridor.

Objective 5. Ensure convenient access from residential areas to neighborhood parks.

Objective 6. Protect and enhance the Springwater Corridor as a recreational trail.

Objective 7. Protect and improve water quality with the Johnson Creek Basin.

Objective 8. Maintain Johnson Creek and all related waterways in as natural condition as possible.

#### *Urban Design Policy*

Foster a sense of place and identity for the Outer Southeast Community Plan area by reinforcing existing character-giving elements and encouraging the emergence of new ones as envisioned in the Vision Plan section of the Outer Southeast Community Plan.

#### OBJECTIVES

Objective 2. Establish a "town center" at Lents. Promote mixed-use development with a streetscape that provides pedestrian amenities. Reinforce the existing pedestrian district at Lents.

Objective 4. Promote "main street" development on portions of SE Foster Road, SE Glisan Street, and SE Woodstock Boulevard, on SE Division and SE Stark Streets, and SE 82nd and SE 122nd Avenues. Locate buildings with entrances off the sidewalk. Encourage sidewalk cafés, display windows, benches, street trees, awnings, small scale signs that are directed to the pedestrians, and on-street parking.

Objective 6. Embrace urban design proposals as put forth in each Outer Southeast Community Neighborhood Plan.

Objective 7. Promote a street network which reinforces the unique character of each subarea.

*Subarea Policy I*

Traditional Urban Neighborhoods (west of 82nd Avenue)

Preserve the fabric of these traditional residential neighborhoods and streetcar era commercial districts. Promote construction of new housing on or near transit streets and “Main Street” development on portions of Foster Road, Stark, and Glisan Streets. Encourage infill development.

Objective 1. Encourage "Main Street" development on Foster Road between Holgate and 72nd Avenues, Stark Street between 78th and 82nd Avenues, and Glisan Street between 68th and 80th.

Objective 3. Create opportunities for new multifamily housing along streets with transit service.

Objective 4. Encourage compatible infill at densities which support transit on vacant lots in established residential areas.

*Subarea Policy II*

82nd Avenue/I-205 Corridor

Promote revitalization of 82nd Avenue. Increase the number and variety of jobs provided in these areas. Enlarge the market for local retail and service businesses by increasing housing opportunity.

Objective 1. Allow industrial as well as commercial uses at 82nd Avenue and Foster Road and improve the appearance of this node.

Objective 2. Allow a greater range of employment uses in the area south of Foster along 82nd Avenue.

Objective 6. Create opportunity for higher-density residential development along transit streets and in areas with vacant residential land.

*Subarea Policy III*

Lents Town Center

Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

Objective 2. Focus public resources on the development of the Town Center as a commercial, residential and employment center.

Objective 3. Address flood plain and other environmental issues so that industrial and commercial uses do not have an adverse impact on Johnson Creek and surrounding wetlands.

Objective 4. Ensure a wide range of housing in terms of structure, ownership, rental patterns, and price.

Objective 5. Provide a coordinated pedestrian, bicycle, automobile, and transit infrastructure that will support increased economic and residential development.

#### *Subarea Policy VII*

##### Mixed-Era Neighborhoods

Provide for the orderly development of new housing at urban densities and ensure that residential areas are served by convenient neighborhood commercial centers and transit.

Objective 1. Increase the single-family housing opportunity in areas where there are large lots and vacant properties suitable for development.

Objective 4. Promote new streets that form a network that accommodates an efficient development pattern, regular lot patterns, multi-modal capability, and multiple access for emergency vehicles.

Objective 7. Develop the area along Powell Boulevard south of Kelly Butte for a wider range of employment uses.

Objective 9. Reduce the potential for flooding and water quality problems.

#### *Subarea Policy VIII*

##### Mt. Scott/Johnson Creek

Protect the natural character of the area while providing for orderly urban development. Provide for the recreational needs of this newly developing area and locate new housing opportunity near Powell Butte.

### **C. Outer Southeast Business Plan**

#### **POLICIES AND OBJECTIVES**

##### **Policy 1. Promotion and Revitalization of Businesses and Institutions**

Encourage expansion and revitalization of existing businesses and institutions in order to create an environment attractive to new development.

Objective 1. Rebuild and develop Outer Southeast commercial and business areas into vital thriving community that will encourage further business expansion and development, aid in its orderly growth, and create a positive image.

Objective 3. Work closely with residents and neighborhood associations to increase the livability of the Outer Southeast area and the standard of living of its residents.

Objective 6. Encourage residential development which supports the existing, improved and growing business community.

#### Policy 3. Traffic and Transportation

Provide a safe, efficient and attractive, full-service transportation system to serve Outer Southeast business areas.

Objective 1. Support the provision of a High Capacity Transit system along the I-205 corridor from the Airport to Clackamas Town Center and Oregon City.

Objective 3. Increase the livability and the viability of businesses in the district by improving traffic flow, parking and streets.

Objective 8. Promote design alternatives which improve the street image through a variety of means, such as street trees, signs, utility locations and landscaping.

#### Policy 4. Target Areas

Provide an effective business environment by providing opportunities for established businesses to expand or reinforce their uses at existing locations.

### **D. Lents Neighborhood Plan**

#### POLICIES

##### Policy 2. Economic Development

Preserve and enhance the commercial viability of existing businesses within Lents area.

##### Policy 3. Trails, Parks, Open Space and the Environment

Promote recreational opportunities in and around Lents while preserving and protecting the environment.

##### Policy 5. Urban Design

Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

**Policy 6. Housing**

Encourage a sense of community pride in Lents by maintaining, restoring and rehabilitating existing homes and taking advantage of opportunities to build a variety of new housing.

**Policy 7. Neighborhood Livability**

Restore Lents identity as a friendly, safe, attractive neighborhood for everyone in our historic community.

Objective 1. Maintain existing community resources and establish others such as community center, library, historical mini museum, mini parks, community garden, mini precinct and senior center.

**Policy 8. Transportation**

Improve access to and through Lents using a variety of modes while reducing noise, pollution and safety hazards.

**E. Foster-Powell Neighborhood Plan**

**POLICIES**

**Policy 4. Housing**

Ensure an adequate supply of housing at a variety of prices and rents by promoting new home ownership opportunities, improvement of the existing housing stock, responsible rental property ownership, and the development of compatible infill housing.

**Policy 6. Transportation**

Reduce the speed and volume of traffic on local streets so that they area safe for pedestrians and bicyclists. Provide safe access across the arterials that surround the neighborhood.

**Policy 7. Commercial Areas**

Improve the Foster Road and 82nd Avenue commercial areas. Encourage businesses that serve Foster-Powell and surrounding neighborhoods to locate in these areas. Create a better pedestrian environment.

**OBJECTIVES**

Objective 1. Improve the Foster Road business district by creating a “Main Street” with a strong pedestrian orientation. Balance the needs of pedestrians for safe access to businesses with the provision of parking for those that arrive by auto.

Objective 2. Improve the portion of 82nd Avenue commercial strip in Foster-Powell.

## **F. Mt. Scott-Arleta Neighborhood Plan**

### **POLICIES**

#### **Policy 2. Housing and Livability**

Improve Mt. Scott-Arleta's supply of housing by protecting the existing homes and encouraging the construction of a variety of attached housing types on infill lots. New housing should blend into the neighborhood and meet the needs of residents of various ages, income levels, and backgrounds.

#### **Policy 4. Economic Development**

Improve commercial viability for business districts in the neighborhood, to provide a full range of goods and convenient neighborhood services.

Objective 1. Encourage commercial infill in areas along SE 82nd where there are vacant sites, deteriorating buildings, or under-utilized business properties.

Objective 7. Encourage storefront businesses that cater to the pedestrian along Foster Road and 72nd Avenue between SE Woodstock and Foster Road.

#### **Policy 5. Transportation**

Ensure that transit and traffic move safely and smoothly within the Mt. Scott-Arleta Neighborhood. Improve transportation facilities to encourage pedestrian and bicycle use, as well as to accommodate physically challenged persons.

## **G. Powellhurst-Gilbert Neighborhood Plan**

### **POLICIES**

#### **Policy 1. Transportation**

Ensure that the neighborhood is accessible by a variety of transportation modes including walking, bicycling, public transit, auto, and truck, while reducing noise, pollution and safety hazards.

#### **Policy 2. Trails, Parks, Open Space and Environment**

Ensure that the parks, green spaces, open spaces and other recreational and cultural opportunities of the Powellhurst-Gilbert neighborhood meet the needs of area residents and improve the neighborhood's appearance.

#### **Policy 4. Housing and Neighborhood Livability**

Improve the neighborhood and encourage and allow for diversity in the type and density of housing within the neighborhood.

#### **Policy 6. Economic Development**



Improve, support and create businesses that enhance the neighborhood and provide needed goods and services to residents.

## **H. Brentwood-Darlington Neighborhood Plan**

### **POLICIES**

#### **Policy 4. Housing**

Preserve and improve existing housing while providing opportunities for new housing for people of all ages and income levels.

#### **Policy 6. Business and Industry**

Support the retention and expansion of existing businesses and encourage new commercial uses when compatible with the surrounding neighborhood.

## **I. Creston Kenilworth Neighborhood Plan**

### **POLICIES**

#### **Policy 1B. Traffic and Transportation**

Support transportation improvements that enhance the appearance and livability of SE Powell Boulevard, SE Foster Road and SE Thirty-ninth Avenue.

#### **Policy 3. Business and Economic Development**

Support local businesses that serve the resident's needs, provide a public forum for interaction, and bring diversity to the neighborhood.

#### **Policy 5B. Housing**

Encourage infill housing development along transit streets and at the commercial and mixed-use nodes.

## V. URBAN RENEWAL AREA

This section identifies Expansion Areas that will be added to the Area. The following exhibits are references for each of the areas:

- Exhibit I. Expansion Areas
- Exhibit II. Deletion Areas

The legal descriptions and maps identifying information about the Area are shown below. The existing exhibits are hereby replaced in their entirety to reflect the addition of the Expansion Areas to the Area:

- Exhibit A. Lents Town Center Urban Renewal Area Legal Description of Area Boundary
- Exhibit A.1 Map of Legal Description
- Exhibit B. Comprehensive Plan Map

The language contained below is added to the end of the corresponding section in the existing Plan.

### **B. The specific Expansion Areas are:**

#### 1. SE Foster Road Expansion Area

SE Foster Road from SE 50<sup>th</sup> Avenue to SE 79<sup>th</sup> Avenue serves as a gateway to the Lents Town Center Area. It presently has a number of small businesses which could benefit from business loan assistance. There are also parcels which are undeveloped or underdeveloped. In addition to the commercial properties, there are three multi-family residential zoned properties which are in need of rehabilitation. Upgrading of this entrance to the Area will provide a more positive and attractive entrance to the Lents Town Center as a whole and the expected spin off benefit is private investment in the Town Center Area.

#### 2. Marysville School Expansion Area

The City has begun to develop partnerships with local schools to increase enrollment and stability in the neighborhood. Inclusion of these schools into the Area will provide the opportunity for these sites to qualify for funding for future facility improvements identified as part of this initiative. Marysville School, located at 7733 SE Raymond, is part of Portland Public Schools and serves the Lents neighborhood. Also included in this area are a number of residential parcels which may qualify for assistance through the neighborhood based housing programs.

#### 3. SE Powell Boulevard Expansion Area

The sites west of SE 102<sup>nd</sup> Avenue on SE Powell Boulevard are potential sites for job creation. One is zoned General Industrial 2, while the other is zoned General Employment 2.

4. SE 122<sup>nd</sup> Avenue and Powell Boulevard Expansion Area

The parcels on SE 122<sup>nd</sup> Avenue are commercial and/or residential opportunity node at SE Powell Boulevard. This node will provide opportunity for the creation of new service related development for adjacent residential areas.

5. SE 122<sup>nd</sup> Avenue and Holgate Expansion Area

The parcels on SE 122<sup>nd</sup> at Holgate are a residential and commercial opportunity node. The commercial node will provide the opportunity for the creation of new service related development for adjacent residential areas. The residential area will provide the opportunity to upgrade existing housing stock.

6. Alice Ott Middle School Expansion Area

The City has begun to develop partnerships with local schools to increase enrollment and stability in the neighborhood. Inclusion of these schools into the URA will provide the opportunity for these sites to qualify for funding for future facility improvements identified as part of this initiative. This area also includes a residential development opportunity site. Alice Ott Middle School, located in this expansion area at 12500 SE Ramona Street, is part of the David Douglas School District.

7. SE 122<sup>nd</sup> Avenue and Foster Road Expansion Area

The parcels on SE 122<sup>nd</sup> Avenue at Foster Road are a commercial and/or residential opportunity node. This node will provide an opportunity for the creation of new service related development for adjacent residential areas.

8. Leach Botanical Garden Expansion Area

The Leach Botanical Garden (Garden) is a recreational, ecological, and tourism asset to the Lents Town Center Area. It brings in visitors from around the state while serving as a local park for the Lents residents. The Garden is in need of upgraded facilities to maintain its stature as a destination park. Inclusion of this site in the Area will provide the opportunity for the Garden to qualify for funding for future facility improvements and implement a new master plan.

9. Knapp Street Triangle Expansion Area

This area, located south of SE Knapp Street from SE 92<sup>nd</sup> Avenue to SE 102<sup>nd</sup> Avenue, is a prime location for future residential development. The development of additional housing will further stabilize the neighborhood and provide support to existing businesses. Its proximity to the Freeway Lands site provides an additional advantage in relation to future development of that site.

**C. The specific deletions to the area are:**

10. *Deletions from I-205 right of way*

Approximately 65 acres of I-205 right of way will be deleted from the Area, see Exhibit III.

## **VI. PROPOSED LAND USES**

No changes.

## **VII. URBAN RENEWAL PROJECTS**

The language in this section VII replaces the language in the corresponding section VII in the existing Plan in its entirety.

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Commission in accordance with applicable federal, state, county and city laws, policies and procedures. These projects may be modified, expanded or eliminated as needed to meet the objectives of the Plan, subject to Section XII, Amendments to the Plan.

### **A. Public Improvements**

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer facilities, storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

#### **1. SE Foster Road Street Improvements**

SE Foster Road is the main east-west street of the Area, cutting through the heart of the Lents Town Center and serving a variety of transit, commercial and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street. Portions of SE Foster Road are classified by Metro as a Main Street and Corridor.

It is a primary objective of this Plan that SE Foster Road plays a significant and supportive role in revitalizing the Area's commercial and neighborhood districts.

Improvements to SE Foster Road will more closely link the functions of SE Foster Road to the immediately adjacent commercial and neighborhood districts of the Area, as well as meet the objectives of the Transportation Element of the City of Portland Comprehensive Plan. These projects are also intended to support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property in the Area by improving the utility and character of SE Foster Road in ways that the community envisions and will encourage and support redevelopment of the downtown Lents central business district.

- a) Intersection Improvements: signals, pedestrian accommodations and curb extensions.

- b) Pedestrian Improvements: safety, traffic calming, signal improvements, crossing improvements. Bicycle improvements: lane striping, signage.
- c) Bicycle improvements: signal improvements, lane striping, and signage.
- d) Assist with implementation of the Foster Road Transportation and Streetscape Plan (2003).

## 2. SE 82<sup>nd</sup> Avenue Improvements

SE 82<sup>nd</sup> Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of SE 82<sup>nd</sup> Avenue are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Walkway and Major Truck Street. Portions of SE 82<sup>nd</sup> Avenue are classified by Metro as a main street and corridor.

Improvements to this street at major intersections are intended to promote safer and more efficient circulation of vehicles and pedestrians, and encourage redevelopment of underutilized commercial property. Sidewalk and other pedestrian accommodating improvements between intersections will facilitate access of neighborhood residents to and between commercial areas.

- a) Intersection Improvements: signals, pedestrian accommodations and curb extensions.
- b) Pedestrian Improvements: traffic calming, signal improvements, crossing improvements, and sidewalks.

## 3. SE 92<sup>nd</sup> Avenue Improvements

SE 92<sup>nd</sup> Avenue between SE Powell Boulevard and SE Holgate Boulevard is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The street lacks sidewalks, curbs, gutters and improved intersections. These conditions contribute to the blighted appearance of this stretch of the neighborhood, as well as higher speed traffic flows which create conflicts and difficulties for pedestrian and bicycle traffic, therefore impeding the regional and local policy goals and objective of the town center.

Portions of SE 92<sup>nd</sup> Avenue are classified by the City of Portland as Neighborhood Collector Street, Minor City Transit Street, City Walkway and City Bikeway. Portions of SE 92<sup>nd</sup> Avenue are classified by Metro as a main street in the Lents Town Center area.

- a) Street Improvements: road surface, storm water control, street lights, street trees, curbs and curb extensions.

b) Pedestrian Improvements: traffic calming, signal improvements, crossing improvements, and sidewalks.

c) Bicycle Improvements: signal improvements, lane striping, and signage.

4. SE 122<sup>nd</sup> Avenue Improvements

SE 122<sup>nd</sup> Avenue, between SE Powell Boulevard and SE Foster Road, is classified by Metro as a main street and corridor, and by the City of Portland as a City Walkway, City Bikeway, Transit Access Street, Major City Traffic Street, Regional Corridor (Design). The City has designated this as a high density corridor with key commercial nodes to serve local residents.

a) Intersection Improvements: signals, pedestrian accommodations, and curb extensions.

b) Pedestrian Improvements: traffic calming, signal improvements, crossing improvements, and sidewalks.

c) Bicycle Improvements: signal improvements, lane striping, and signage.

5. SE 104<sup>th</sup> Avenue Improvements

SE 104<sup>th</sup> Avenue between SE Powell Boulevard and SE Harold Street is a local street needing significant improvements to bring it up to current standards. The community desires new sidewalks and improved conditions for bicycle and vehicular traffic. Major reconstruction of the roadbed is required to build sidewalks and facilitate proper storm water management and drainage.

a) Intersection Improvements: signals, pedestrian accommodations, and curb extensions.

b) Pedestrian Improvements: traffic calming, signal improvements, crossing improvements, and sidewalks.

c) Bicycle Improvements: signal improvements, lane striping, and signage.

d) Stormwater management and drainage.

6. Area-Wide Street Improvements — Annual Program

In order to stimulate and support desired commercial and neighborhood revitalization, funds will be available on an annual basis to respond to needs of emerging redevelopment projects and neighborhood improvement projects to

address traffic calming, pedestrian and bicycle accommodation and rebuild unimproved streets.

- a) Street Improvements: road surface, storm water control, lights, trees, curbs, and curb extensions.
- b) Pedestrian Improvements: traffic calming, signal improvements, crossing improvement, and sidewalks.

#### 7. Parking Facilities

Redevelopment of the downtown Lents business district is a high priority of the community. The availability of adequate parking to support desired commercial activity is seen as a key ingredient in the commercial development strategy of this area. To stimulate and support the desired character and potential redevelopment of the business district, funds will be used to develop strategic parking lots or structures as defined by planning activities.

#### 8. Public Facilities / Spaces

The development of public facilities and spaces is a key element in the development of a revitalized and healthy Lents Town Center that is attractive to future private investment and supportive of a stable neighborhood and residential character. Facilities are planned to integrate resident and public uses with commercial and economic development activities while maximizing the utility of existing and planned public infrastructure.

- a) Community / Public Service Center: to be further defined and sited as a result of a community planning process. This facility is envisioned to serve as a community-gathering place. Associated with such a facility will be other public or community uses (e.g. fire, police, fraternal organizations, youth services, school programs, library, and public offices) that create an active and multi-purpose focus for the town center.
- b) Workforce Training Center: to be further defined and sited as a result of a community planning process. This facility will serve as the focal point for coordinating and providing training of the area workforce to meet the needs of employers attracted to the area as a result of other activities of this plan.
- c) Public Square / Plaza: to be further defined and sited as a result of a community planning process. The community-desired character of the downtown Lents business district (the heart of the Lents Town Center) includes providing for a dedicated public open space which will serve as a gathering and/or market place for commercial and neighborhood activities (e.g. festivals, farmer's market, concerts). Such a place is intended to support and enhance the emerging development of the downtown Lents

business district, and encourage the integration of commercial activities with the surrounding residential neighborhood.

d) Area Gateway Projects: to be further defined and sited as a result of a community planning process. Attractive signage and/or other distinctive features will be constructed at strategic locations to identify the area and different neighborhoods.

e) School Infrastructure Improvements: to be further defined and sited following school facility assessments. Facility and infrastructure improvements may address deteriorating or inadequate facilities such as playgrounds and access, as they impact neighborhood livability.

f) Public Building Improvements: Multnomah County owns and operates the Wikman Building, which was originally built as a Carnegie Library in 1919. This facility is located within the Foster Corridor expansion area. This building is currently used for Juvenile Services - Community Based Supervision Program. The building requires substantial improvements to help meet current building codes and extend the useful life of the building. Exterior improvements will address the blighted appearance as well. The public building will serve the Area by providing public facilities and services for Area residents.

#### 9. Watershed / Floodwater Management Projects

The impact of Johnson Creek on past and future development of the Area can not be understated. As a major water feature and natural resource, the creek has significant potential to attract development to the Area. With a history and certain future of seasonal flooding in the Area, however, future development in the watershed will need to be carefully managed to minimize their impacts on the flooding of Johnson Creek. Conversely, floodwater management projects can serve to reduce the impacts of flooding on the surrounding area and existing development. Specific projects and programs will be further defined and sited as a result of a community planning process.

a) Floodwater Management Projects: to be further defined and sited as a result of a community planning process. Projects will serve to minimize and mitigate damage from natural hazard to public and private property in the area, and downstream, through the management of floodwater during flooding events.

b) Watershed Stormwater Diversion Program: to encourage the control and on-site management of stormwater in existing and new development within the area.

#### 10. Parks and Recreation



Parks provide recreational, natural and cultural resources for the community. By upgrading facilities, improving accessibility and adding features to area parks, these resources will better serve the surrounding community and help attract future investment.

- a) Facilities Upgrades: projects will be undertaken to improve accessibility, add new site furnishings, interpretative features and enhance other amenities at Area parks.

## **B. Rehabilitation, Development and Redevelopment Assistance**

The Commission will undertake loans and grant programs to assist property owners and tenants in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential, commercial or industrial loans or grants, financial assistance to improve older buildings to meet current code standards (including seismic standards), assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings, tenants, community groups, non-profits which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of the Plan.

The Commission may acquire, improve and dispose of property that presents an opportunity to implement major private redevelopment projects, in conformance with the Comprehensive Plan, Zoning Ordinance and goals and objectives of this Plan. The detailed provisions pertaining to these activities are described in Sections VIII and IX of this Plan.

The Commission may undertake planning projects related to achieving the goals and objectives of this Plan.

### **1. Economic / Commercial Development**

The Commission will support a variety of programs designed to maximize the development potential of underutilized property, employment potential of existing businesses, and improve the vitality and economic health of commercial and industrial areas to attract private development and employment activities.

- a) Business Finance: Financial assistance through loans or grants to help businesses grow and create jobs. Tax increment funds may be leveraged with private or other public funds.

- b) **Storefront Improvement:** Provide financial assistance to property owners or tenants to improve the appearance of commercial storefront properties.
- c) **Business Retention:** Provides technical assistance for businesses to improve productivity, competitiveness and resource conservation.
- d) **Target Industry Development:** Planning and implementation of strategies to increase quality, family wage jobs in the Area.
- e) **Community Economic Development:** Financial and technical assistance and other incentive programs to support commercial corridor revitalization, development of catalytic commercial projects, historical preservation and other opportunities to increase economic activity.

## 2. Housing Development

The Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. Neighborhood revitalization and residential stabilization will have an important influence on the retention, attraction and expansion of commercial and employment opportunities in the Area.

- a) **Homeowner Repair Program:** Provide financial assistance to homeowners for the purpose of making repairs and improvements to their house and property.
- b) **Homebuyer Program:** Provide financial assistance to Area residents and employees in purchasing a house in the area.
- c) **Housing New Development and Revitalization/ Rehabilitation (Rental and Ownership) Program:** Provide technical and/or financial assistance to developers of new rental and ownership housing, and property owners making improvements to existing affordable housing stock, according to City and Commission housing policies and plans. This may include development of new affordable senior, workforce or family housing, repair/rehabilitation and preservation of existing low-income rental properties, and development of affordable rental and/or ownership housing as part of mixed-use projects that meet other revitalization goals (Section 3, below) in the Area to further the goals and objectives of this Plan.
- d) **Housing Replacement:** Facilitate the construction of up to 78 housing units by the year 2017 or prior to the completion of this Plan, whichever occurs first, as replacement for housing opportunity lost through rezoning of approximately 77,200 square feet of property from residential to commercial in the downtown Lents business district. This replacement shall be accomplished within the Area in one of the following ways:

1. Building 39 housing units on land without zoning requiring the construction of housing (e.g. commercial, commercial storefront [CS] or central employment [EX] zones). Units replaced by this method shall be calculated at 1 unit / 2,000 SF of site area.
2. Increase the housing potential within the Plan Area by 78 housing units (Units replaced by this method shall be calculated at 1 unit / 1,000 SF of site area) by:
  - a) Securing approval for comprehensive plan map amendments and zone changes of non-residential zoning to residential zoning; or
  - b) Increasing the allowed densities on residentially zoned land.
3. A combination of methods #1 or #2 above where proportionate housing replacement is obtained and densities are calculated:
  - a) For method #1: 1 housing unit per 2,000 SF of site area.
  - b) For method #2: 1 housing unit per 1,000 SF of site area.

### 3. Commercial Redevelopment and Revitalization

The Commission will undertake redevelopment projects and financial assistance programs to support neighborhood revitalization, encourage development of underutilized properties for a variety of uses, including mixed-use commercial and residential, that will generate employment and housing opportunities and increase access to neighborhood and commercial services. Assistance includes predevelopment activities, acquisition, improvement, and disposition of real estate, financial and loan programs, access and infrastructure, and technical expertise.

- a) Lents Town Center Revitalization: Provide assistance to support development of the business district in accordance with the goals and objectives of the Plan.
- b) Station Area Redevelopment: Facilitate and assist integration of transit oriented development around Green Line MAX light rail stations at SE Powell Boulevard, SE Holgate Boulevard and SE Flavel Street.

c) Commercial Corridor Revitalization: Target assistance for commercial property redevelopment, retail retention and improvements, and redevelopment opportunities at key sites including SE 92<sup>nd</sup> Avenue, SE Foster Road and SE Woodstock Boulevard in Town Center business district, SE Foster Road between SE 50<sup>th</sup> and SE 82<sup>nd</sup> Avenues and SE 122<sup>nd</sup> Avenue commercial nodes.

4. Johnson Creek Industrial Area Revitalization

The Commission will undertake redevelopment projects and financial assistance programs to support industrial area revitalization and encourage development of underutilized properties that will generate employment. Assistance includes predevelopment activities, acquisition, improvement, and disposition of real estate, financial and loan programs, technical expertise, and access and infrastructure assistance.

Financial Assistance: Provide assistance for improvements to support employment generating development.

Access and Infrastructure Assistance: Provide technical expertise and/or financial assistance to integrate access and infrastructure, including watershed/flood management planning, that improve existing and future economic uses in the Johnson Creek Industrial Area and connectivity to the new MAX Green Line light rail transit stations.

**C. Administration**

The Commission will undertake administration of all aspects of the Plan including staffing, materials and services, and overhead.

**VIII. PROPERTY ACQUISITION AND DISPOSITION**

No change.

**IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES**

No change.

**X. RELOCATION POLICIES AND PROCEDURES**

No change.

**XI. TAX INCREMENT FINANCING**

The language in this section XI replaces the language in the corresponding section XI in the existing Plan in its entirety.

**C. Maximum Indebtedness**

1. The maximum indebtedness that may be issued or incurred under the plan is TWO HUNDRED, FORTY-FIVE MILLION DOLLARS (\$245,000,000).
2. Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.
3. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year or (3) on June 30, 2020, whichever comes first.

## **XII. AMENDMENTS TO PLAN**

This section XII replaces the section XII in the existing Plan in its entirety.

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

### **A. Substantial Amendments**

Substantial amendments are solely amendments:

1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.
2. Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

Substantial amendments shall require the same approval process as required for initial plan adoption including the approval process as provided in ORS 457.095 and the notice requirement set forth in ORS 457.120.

### **B. Major Amendments**

A major amendment is solely an amendment:

1. Adding land to the urban renewal area that totals not more than one percent of the existing area of the urban renewal area.

Major amendments shall be forwarded to the Planning Commission for recommendations as described in ORS 457.085(4) and shall require City Council approval as provided in ORS 457.095, but shall not require the notice described in ORS 457.120 or compliance with the procedures described in ORS 457.085(5). A report as required by ORS 456.085(3) shall accompany the amendment.

### **C. Council-Approved Amendments**

Council-approved amendments are solely amendments:

1. Changing the Goals of the Plan.
2. Removing land from the urban renewal area.
3. Extending the last date to issue debt.
4. Identifying a building in a project as a public building and explaining how the building serves or benefits the urban renewal area.

Council-approved amendments require approval by the Portland Development Commission by resolution and by the City Council, which may approve the amendment by resolution. Council-approved amendments do not require any of the procedural or notice requirements found in ORS Chapter 457, including but limited to the procedures set forth in ORS 457.085 (4) and (5).

### **D. Minor Amendments**

Minor amendments are amendments that are neither substantial, major, nor council-approved amendments. Minor amendments are effective upon adoption of a resolution by the Portland Development Commission approving the amendment.



## EXHIBIT A

### Lents Town Center Urban Renewal Area

#### Legal Description of Area Boundary

(Document Numbers and Book and Page records are per Multnomah County Deed Records. "SN" numbers are the recording numbers for records of survey on file at Multnomah County Surveyors Office).

Commencing in the southeast one-quarter of the northeast one-quarter of Section 8, Township 1 South, Range 2 East of the Willamette Meridian, City of Portland, County of Multnomah, State of Oregon at the intersection of the north right-of-way line of S.E. Powell Boulevard with the northerly prolongation of the west right-of-way line of S.E. 79th Avenue for the POINT OF BEGINNING of the Lents Town Center Urban Renewal Boundary Line, Assessor Map 1S 2E 8AD;

1. Thence easterly along said north right-of-way line of S.E. Powell Boulevard to the west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 8AD;
2. Thence northerly along the west right-of-way line of S.E. 79th Avenue to the westerly prolongation of the south line of the plat of "Dunton", Assessor Map 1S 2E 8AD;
3. Thence easterly along the south line of the plat of "Dunton" and it's westerly and easterly prolongation to the east right-of-way line of S.E. 82nd Avenue, said Assessor Map 1S 2E 8AD;
4. Thence southerly along the east right-of-way line of S.E. 82nd Avenue to the north right-of-way line of S.E. Franklin Street, Assessor Map 1S 2E 9BC;
5. Thence easterly along the north right-of-way line of S.E. Franklin Street to the northerly prolongation of the east line of that tract of land described in Document No. 2007-142835, recorded August 8, 2007 (Tax Lot 12600), Assessor Map 1S 2E 9BC;
6. Thence southerly along the east line of that tract of land described in Document No. 2007-142835, recorded August 8, 2007 (Tax Lot 12600) and it's northerly prolongation to the southeast corner thereof, Assessor Map 1S 2E 9BC;

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7. Thence easterly along the north lines of those tracts of land described in Document No. 2002-210755, recorded November 19, 2002 (Tax Lot 12400); Document No. 2000-053497, recorded April 18, 2000 (Tax Lot 12300); Document No. 96-188089, recorded December 16, 1996 (Tax Lot 12200); and Document No. 94-168808, recorded November 15, 1994 (Tax Lot 12100) to the northeast corner of said Document No. 94-168808 tract (Tax Lot 12100), Assessor Map 1S 2E 9BC;
8. Thence southerly along the east line of that tract of land described in Document No. 94-168808, recorded November 15, 1994 (Tax Lot 12100) to the southwest corner of that tract of land described in Document No. 2007-175330, recorded October 3, 2007 (Tax Lot 11800), Assessor Map 1S 2E 9BC;
9. Thence easterly along the south line of that tract of land described in Document No. 2007-175330, recorded October 3, 2007 (Tax Lot 11800) to the southeast corner thereof, said southeast corner being on the west right-of-way line of S.E. 84th Avenue, Assessor Map 1S 2E 9BC;
10. Thence northerly along the east line of that tract of land described in Document No. 2007-175330, recorded October 3, 2007 (Tax Lot 11800), which is also the west right-of-way line of S.E. 84th Avenue to the westerly prolongation of the north line of that tract of land described in Book 2141, Page 1060, recorded September 26, 1988 (Tax Lot 10200), Assessor Map 1S 2E 9BC;
11. Thence easterly along the north line of those tracts of land conveyed in Book 2140, Page 1060, recorded September 26, 1988 (Tax Lot 10200); Book 1956, Page 1414, recorded November 18, 1986 (Tax Lot 10100); and Document No. 96-139717, recorded September 13, 1996 (Tax Lot 9900), and their westerly and easterly prolongation to the west right-of-way line of S.E. 85<sup>th</sup> Avenue as originally shown in the plat of "Johnston Acres", Assessor Map 1S 2E 9BC;
12. Thence northerly along the west right-of-way line of S.E. 85<sup>th</sup> Avenue as shown on the plat of "Johnston Acres" to the westerly prolongation of the north line of Lot 17, Block 5 of the plat of "Johnston Acres", Assessor Map 1S 2E 9BC;
13. Thence easterly along the north line of Lot 17, Block 5 of the plat of "Johnston Acres" and it's westerly prolongation to the northeast corner thereof, Assessor Map 1S 2E 9BC;



14. Thence southerly along the east line of Lot 17, Block 5 of the plat of "Johnston Acres" to the southeast corner thereof, which is also the southwest corner of Lot 10, Block 5 of said plat, Assessor Map 1S 2E 9 BC;
15. Thence easterly along the south line of Lot 10, Block 5 of the plat of "Johnston Acres" to the southeast corner thereof, said southeast corner being on the west right-of-way line of S.E. 87th Avenue, Assessor Map 1S 2E 9BC;
16. Thence easterly to the southwest corner of Lot 17, Block 6 of the plat of "Johnston Acres", said southeast corner being on the east right-of-way line of S.E. 87th Avenue, Assessor Map 1S 2E 9BC and Assessor Map 1S 2E 9BD;
17. Thence easterly along the south line of Lot 17, Block 6 of the plat of "Johnston Acres" to the southeast corner thereof, Assessor Map 1S 2E 9BD;
18. Thence northerly along the east line of Lot 17, Block 6 of the plat of "Johnston Acres" to the northeast corner thereof, which is also the northwest corner of Lot 10, Block 6 of said plat, Assessor Map 1S 2E 9BD;
19. Thence easterly along the north line of Lot 10, Block 6 of the plat of "Johnston Acres" to the northeast corner of that tract of land described in Document 2006-165528, recorded September 5, 2006 (Tax Lot 6800), Assessor Map 1S 2E 9BD;
20. Thence southerly along the east line of that tract of land described in Document 2006-165528, recorded September 5, 2006 (Tax Lot 6800) to the south line of Lot 10, Block 6 of the plat of "Johnston Acres", Assessor Map 1S 2E 9BD;
21. Thence easterly along the south line of Lot 10, Block 6 of the plat of "Johnston Acres" to a point on the west right-of-way line of S.E. 89th Avenue, Assessor Map 1S 2E 9BD;
22. Thence northerly along said west right-of-way line of S.E. 89th Avenue to the westerly prolongation of the north property line of that tract of land described in Document No. 2003-302511, recorded December 30, 2003 (Tax Lot 4300), Assessor Map 1S 2E 9BD;
23. Thence easterly along the north line of those tracts of land described in Document No. 2003-302511, recorded December 30, 2003 (Tax Lot 4300) and Document No. 2004-236590, recorded December 30, 2004 (Tax Lot 4100 and



- Tax Lot 4200) and the westerly prolongation of said north line to a point on the west right-of-way line of S.E. 90th Place, Assessor Map 1S 2E 9BD;
24. Thence northerly along the west right-of-way line of S.E. 90th Place to the westerly prolongation of the south line of that tract described in Document No. 2006-233644, recorded December 19, 2006 (Tax Lot 1500), Assessor Map 1S 2E 9BD;
  25. Thence easterly along the south line of those tracts of land described in Document No. 2006-233644, recorded December 19, 2006 (Tax Lot 1500) and Document No. 2006-233645, recorded December 19, 2006 (Tax Lot 1700), and the westerly prolongation to the east line of Lot 57 of the plat of "Plympton Acres", Assessor Map 1S 2E 9BD;
  26. Thence northerly along east line of Lot 57 of the plat of "Plympton Acres" to the northwest corner of that tract of land described in Document No. 2002-127237, recorded July 18, 2002 (Tax Lot 700), Assessor Map 1S 2E 9BD;
  27. Thence easterly along the north line of that tract of land described in Document No. 2002-127237, recorded July 18, 2002 (Tax Lot 700) to the west right-of-way line of S.E. 92nd Avenue, Assessor Map 1S 2E 9BD;
  28. Thence easterly to the southwest corner of that tract of land described in Document No. 2001-154214, recorded September 28, 2001 (Tax Lot 1300), said southwest corner being on the east right-of-way line of S.E. 92nd Avenue, Assessor Map 1S 2E 9AC and Assessor Map 1S 2E 9BD;
  29. Thence easterly along the south line of that tract of land described in Document No. 2001-154214, recorded September 28, 2001 (Tax Lot 1300) to the east line Lot 53 of the plat of "Plympton Acres", said east line also being the west right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 9AC;
  30. Thence southerly along the east line of Lots 53 and 54 of the plat of "Plympton Acres", said east line also being the west right-of-way line of U.S. Highway I-205 to a point of curvature along the easterly line of that tract of land described in Document 96-188167, recorded December 16, 1996 (Tax Lot 800), Assessor Map 1S 2E 9AC;
  31. Thence southwesterly along the southeasterly line of that tract of land described in Document No. 96-188167, recorded December 16, 1996 (Tax Lot 800), which





is also the westerly right-of-way line of U.S. Highway I-205 and being along a 100.00 foot radius curve, concave northwesterly to a point on the north right-of-way line of S.E. Powell Boulevard, said right-of-way line being 40.00 feet from the centerline thereof, said Assessor Map 1S 2E 9AC;

32. Thence easterly along a line that is 40.00 feet northerly from the centerline of the right-of-way of S.E. Powell Boulevard (underpass) to a point the southeast corner of that tract of land dedicated for public right-of-way in Book 2020, Page 416, recorded July 28 1960, Assessor Map 1S 2E 9DA;
33. Thence northerly along the east line of that tract of land dedicated for public right-of-way in Book 2020, Page 416, recorded July 28, 1960 to the south right-of-way line of a public road as shown in the unrecorded plat of "Ferguson Tracts", which is recorded in Multnomah County Survey Records as SN 7212, Assessor Map 1S 2E 9DA;
34. Thence easterly along the south right-of-way line of a public road as shown in the unrecorded plat of "Ferguson Tracts", which is recorded as SN 7212, to the east line of said unrecorded plat, Assessor Map 1S 2E 9DA;
35. Thence southerly along the east line of the unrecorded plat of "Ferguson Tracts, which is recorded in Multnomah County Survey Records as SN 7212 to the north right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E 9DA;
36. Thence easterly along the north right-of-way line of S.E. Powell Boulevard to the east line of that tract of land described in Document No. 99-159434, recorded August 20, 1999 and referred to as Parcel II therein (portion of Tax Lot 100), Assessor Map 1S 2E 9DA;
37. Thence northerly along the east line of that tract of land described in Document No. 99-159434, recorded August 20, 1999 and referred to as Parcel II therein (portion of Tax Lot 100) to the south line of that tract of land shown in SN 19378, (portion of Tax Lot 100), said south line being 210.00 feet, southerly from the east-west center of section line for Section 9, Township 1 South, Range 2 East of the Willamette Meridian, Assessor Map 1S 2E 9DA;
38. Thence easterly along said south line of that tract of land shown in SN 19378 (portion of Tax Lot 100) to a point on the east line of Section 9, which is also the west line of Section 10, all within Township 1 South, Range 2 East of the



- Willamette Meridian, said point being 210.00 feet from the one-quarter section corner on the common line between said sections, Assessor Map 1S 2E 9DA;
39. Thence northerly, 210.00 feet along the east line of Section 9, which is also the west line of Section 10, all within Township 1 South, Range 2 East of the Willamette Meridian to the one-quarter section corner on the common line between said sections, said one-quarter section corner also being the northwest corner of that tract of land described in Book 2644, Page 2638, recorded February 2, 1993 (Tax Lot 1000), Assessor Map 1S 2E 9DA and Assessor Map 1S 2E 10B;
  40. Thence easterly along the north line of that tract of land described in Book 2644, Page 2637, recorded February 2, 1993 (Tax Lot 1000) to the northeast corner thereof, Assessor Map 1S 2E 10B;
  41. Thence southerly along the east line of that tract of land described in Book 2644, Page 2637, recorded February 2, 1993 (Tax Lot 1000) to the north right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E 10B;
  42. Thence easterly along the north right-of-way line of S.E. Powell Boulevard to the west line of that tract of land described in Document No. 2003-291801, recorded December 12, 2003 (Tax Lot 1100), Assessor Map 1S 2E 10B;
  43. Thence northerly along the west line of that tract of land described in Document No. 2003-291801, recorded December 12, 2003 (Tax Lot 1100) to the northwest corner thereof, Assessor Map 1S 2E 10B;
  44. Thence easterly along the north line of that tract of land described in Document No. 2003-291801, recorded December 12, 2003 (Tax Lot 1100) to the northeast corner thereof, Assessor Map 1S 2E 10B;
  45. Thence southerly along the courses of the east line of that tract of land described in Document No. 2003-291801, recorded December 12, 2003 (Tax Lot 1100) to the north right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E 10B;
  46. Thence easterly along the north right-of-way line of S.E. Powell Boulevard to the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 10B, Assessor Map 1S 2E 10AC, and Assessor Map 1S 2E 10AD;





47. Thence northerly along said east right-of-way line of S.E. 122nd Avenue to the northwest corner of that property per Document No. 2001-030413, recorded March 6, 2001 (Tax Lot 10600), Assessor Map 1S 2E 11BC;
48. Thence easterly along the north line of said property per Document No. 2001-030413 (Tax Lot 10600) and the north line of that property per Document No. 2006-189497, recorded October 12, 2006 (Tax Lot 10601) to the northeast corner thereof, Assessor Map 1S 2E 11BC;
49. Thence southerly along the east line of those properties per Document No. 2006-189497 (Tax Lot 10601), Document No. 2002-135759, recorded July 31, 2002 (Tax Lot 10700), and Document No. 2002-097971, recorded May 31, 2002 (Tax Lot 10800) to a point on the north line of that property per Document No. 2007-150068, recorded August 20, 2007 (Tax Lot 10900), Assessor Map 1S 2E 11BC;
50. Thence easterly along said north line of that property per Document No. 2007-150068 (Tax Lot 9900 and Tax Lot 10900) to a point on the west right-of-way line of S.E. 124th Avenue, Assessor Map 1S 2E 11BC;
51. Thence northerly along said west right-of-way line of S.E. 124th Avenue to a point on the south line of that property per Document No. 2007-178247, recorded October 9, 2007 (Tax Lot 6100), Assessor Map 1S 2E 11BC;
52. Thence easterly along said south property line, the north right-of-way line of said S.E.124th Avenue, and the north property line of those properties per Document No. 2001-061823, recorded April 30, 2001 (Tax Lot 9200) and Document No. 98-234350, recorded December 23, 1998 (Tax Lot 9100) to a point on the west property line of that property per Book 2078, Page 1713, recorded February 9, 1988 (Tax Lot 8900), Assessor Map 1S 2E 11BC;
53. Thence northerly along the west property line of said Book 2078, Page 1713 (Tax Lot 8900) to the northwest corner thereof, Assessor Map 1S 2E 11BC;
54. Thence easterly along the north property line of said property per Book 2078 Page 1713 (Tax Lot 8900), the north property line of that property per Document No. 2007-163936, recorded September 13, 2007 (Tax Lot 8600), and the north right-of-way line of S.E. 127th Place to a point on the east right-of-way line thereof, Assessor Map 1S 2E 11BC;



55. Thence southerly along the east right-of-way line of S.E. 127th Place and it's southerly prolongation to the south right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E 11BC;
56. Thence westerly along said south right-of-way line of S.E. Powell Boulevard to the northeast corner of that tract of land dedicated for public right-of-way in Book 674, Page 1515, recorded April 30, 1969, Assessor Map 1S 2E 11CB;
57. Thence southerly along the east right-of-way line of that tract of land dedicated for public use in Book 674, Page 1515, recorded April 30, 1969 to the southerly termination of this right-of-way, Assessor Map 1S 2E 11CB;
58. Thence westerly along the southerly termination of the right-of-way dedicated for public use in Book 674, Page 1515, recorded April 30, 1969 to a point on the east property line of that property per Document No. 2006-165464, recorded September 5, 2006 (Tax Lot 400), Assessor Map 1S 2E 11CB;
59. Thence southerly along said east property line of said property per Document No. 2006-165464 (Tax Lot 400) to the southeast corner thereof, Assessor Map 1S 2E 11CB;
60. Thence westerly along the south property line of said property per Document No. 2006-165464 (Tax Lot 400), and those properties per Book 2560 Page 774, recorded May 12, 2004 (Tax Lot 500); Document No. 2007-190715, recorded October 31, 2007 (Tax Lot 600), and Document No. 2006-068863, recorded April 17, 2006 (Tax Lot 700) to the east line of Parcel 1 of Partition Plat No. 2002-057, Assessor Map 1S 2E 11CB;
61. Thence northerly along the east of Parcel 1 of Partition Plat No. 2002-057 to the northeast corner thereof, Assessor Map 1S 2E 11CB;
62. Thence westerly along the north line of Parcel 1 of Partition Plat No. 2002-057 to the northwest corner thereof, said northeast corner being a point on the easterly termination of the right-of-way of S.E. Powell Court, Assessor Map 1S 2E 11CB;
63. Thence southerly along the west line of Parcel 1 of Partition Plat No. 2002-057, which is also along the easterly termination of the right-of-way of S.E. Powell Court to the south right-of-way line of S.E. Powell Court, Assessor Map 1S 2E 11CB;





64. Thence westerly along the south right-of-way line of S.E. Powell Court to the northwest corner of Lot 27, Block A of the plat of "Suburban Homes Club Tract", Assessor Map 1S 2E 11CB;
65. Thence southerly along the west line of Lot 27, Block A of the plat of "Suburban Homes Club Tract" to the most easterly, north line of that tract of land described in Document No. 2007-116594, recorded June 28, 2007 (Tax Lot 1000), Assessor Map 1S 2E 11CB;
66. Thence easterly along the most easterly, north line of that tract of land described in Document No. 2007-116594, recorded June 28, 2007 (Tax Lot 1000) to the west line of Parcel 1 of Partition Plat No. 2002-057", Assessor Map 1S 2E 11CB;
67. Thence southerly along the west line of Parcel 1 and Parcel 2 of Partition Plat No. 2002-057 and the west line of Lot 2 and Lot 3 of the plat of "Hessenwold" to the northeast corner of that property per Book 1969, Page 2951, recorded December 31, 1986 referred to therein as the north 150 feet of the south 311.1 feet of Lot 8, Block A of the plat of "Suburban Homes Club Tract" (Tax Lot 4100), Assessor Map 1S 2E 11CB;
68. Thence westerly along the north line of that property per Book 1969, Page 2951, recorded December 31, 1986 referred to therein as the north 150 feet of the south 311.1 feet of Lot 8, Block A of the plat of "Suburban Homes Club Tract" (Tax Lot 4100) to a point on west line of said Lot 8, Block A, Assessor Map 1S 2E 11CB;
69. Thence southerly along the west line of Lot 8, Block A of the plat of "Suburban Homes Club Tract" and the southerly prolongation to a point on the south right-of-way line of S.E. Bush Street, Assessor Map 1S 2E 11CB;
70. Thence westerly along said south right-of-way line of S.E. Bush Street to the northeast corner of that property per Document No. 2007-155434, recorded August 29, 2007 (Tax Lot 4900), Assessor Map 1S 2E 11CB;
71. Thence southerly and westerly along the east and south lines of said property per Document No. 2007-155434 (Tax Lot 4900) to a point on the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 11CB;



72. Thence southerly along the east right-of-way line of S.E. 122nd Avenue to a point on the north line of that property per Document No. 99-120043, recorded June 16, 1999 (Tax Lot 9100), Assessor Map 1S 2E 11CB and 1S 2E 11CC;
73. Thence easterly along the north line of said property per Document No. 99-120043 (Tax Lot 9100) to the northeast corner thereof, Assessor Map 1S 2E 11CC;
74. Thence southerly along the east line of said property per Document No. 99-120043 (Tax Lot 9100) to the north line of Lot 7, Block E of the plat of "Suburban Homes Club Tract", Assessor Map 1S 2E 11CC;
75. Thence easterly along the north line of Lot 7, Block E of the plat of "Suburban Homes Club Tract" to the northeast corner of that property per Document No. 2005-162933, recorded August 26, 2005 (Tax Lot 9300), Assessor Map 1S 2E 11CC;
76. Thence southerly along the east line of said property per Document No. 2005-162933 (Tax Lot 9300) and it's southerly prolongation to a point on the south right-of-way line of S.E. Holgate Boulevard, Assessor Map 1S 2E 11CC;
77. Thence westerly along the south right-of-way line of S.E. Holgate Boulevard to a point on the west line of that property per Book 2664, Page 1, recorded March 23, 1993 and referred to as Parcel I therein (Tax Lot 1600), Assessor Map 1S 2E 14BB;
78. Thence southerly along the west line of said property per Book 2664, Page 1 (Tax Lot 1600) to a point on the north line of that property per Document No. 2003-174486, recorded July 28, 2003 and referred to as Parcel I therein (portion of Tax Lot 2000), Assessor Map 1S 2E 14BB;
79. Thence westerly along the north line of said property per Document No. 2003-174486 (portion of Tax Lot 2000) to a point on the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 14BB;
80. Thence southerly along the east right-of-way line of S.E. 122nd Avenue to a point on the north line of the plat of "Herrin Court", Assessor Map 1S 2E 14BB, Assessor Map 1S 2E 14BC, and Assessor Map 1S 2E 14CB;





81. Thence northeasterly along said north plat line to the northeast corner of Lot 8, Block 1 of the plat of "Herrin Court", Assessor Map 1S 2E 14CB;
82. Thence southerly along the east line of Lot 8, Block 1 of the plat of "Herrin Court" to a point on the north right-of-way line of S.E. Ramona Street, Assessor Map 1S 2E 14CB;
83. Thence easterly along the north right-of-way line of S.E. Ramona Street to the northerly prolongation of the east line of that property per Document No. 99-214280, recorded November 24, 1999 and referred to as Parcel 3 therein (portion of Tax Lot 13800), Assessor Map 1S 2E 14CB;
84. Thence southerly along said northerly prolongation and the east line of said property per Document No. 99-214280 and referred to as Parcel 3 therein (portion of Tax Lot 13800 and a portion of Tax Lot 1600) to the north line of said property per Document No. 99-214280 and referred to as Parcel 4 therein (portion of Tax Lot 1600), Assessor Map 1S 2E 14CB and Assessor Map 1S 2E 14CC;
85. Thence easterly along the north line of said property per Document No. 99-214280 and referred to as Parcel 4 therein (portion of 1600) to the northeast corner of said Parcel 4, Assessor Map 1S 2E 14CC;
86. Thence southerly along the east line of said property per Document No. 99-214280 and referred to as Parcel 4 therein (portion of 1600) to the north line of said property per Document No. 99-214280 and referred to as Parcel 7 therein (portion of Tax Lot 1600), Assessor Map 1S 2E 14CC;
87. Thence easterly along the north line of said property per Document No. 99-214280 and referred to as Parcel 7 therein (portion of Tax Lot 1600) to the northeast corner of said Parcel 7, Assessor Map 1S 2E 14CC;
88. Thence southerly along the east line of said property per Document No. 99-214280 and referred to as Parcel 7 therein (portion of Tax Lot 1600) to the northeast corner of the plat of "Foster Park Condominium", Assessor Map 1S 2E 14CC;
89. Thence westerly along the north line of said plat of "Foster Park Condominium" and alone a line that is 300.00 feet northerly from the centerline of S.E. Foster



- Road to the northwest corner of that property per Document No. 95-98710, recorded August 17, 1995 (Tax Lot 4900), Assessor Map 1S 2E 14CC;
90. Thence southerly along the west line of said property per Document No. 95-98710 (Tax Lot 4900) to a point on the north right-of-way line of S.E. Foster Road, Assessor Map 1S 2E 14CC;
  91. Thence southerly across said right-of-way of S.E. Foster Road to the intersection of the south right-of-way line of S.E. Foster Road with the east line of Lot 1 of the plat of "Lentona", Assessor Map 1S 2E 14CC;
  92. Thence southerly along the east line of Lot 1 of the plat of "Lentona" to the southeast corner thereof, Assessor Map 1S 2E 14CC;
  93. Thence westerly along the south lines of Lots 1 through 3 of the plat of "Lentona" to a point on the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 14CC and Assessor Map 1S 2E 23BB;
  94. Thence southerly along the east right-of-way line of S.E. 122nd Avenue to the north right-of-way line of that right-of-way dedicated for public use in the plat of "Lentona", said north right-of-way line also being the south line of Lot 4 of the plat of "Lentona", Assessor Map 1S 2E 23BB;
  95. Thence southerly to the intersection of south right-of-way line of that right-of-way dedicated for public use in the plat of "Lentona" with the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 23BB;
  96. Thence easterly along said south right-of-way line, which is also the south line of the plat of "Lentona" to the easterly termination of said right-of-way at the southeast corner of said plat, Assessor Map 1S 2E 23BB;
  97. Thence northerly along the east line of the plat of "Lentona" to the northwest corner of that property per Book 1969 Page 1088, recorded December 31, 1986 (Tax Lot 1100), Assessor Map 1S 2E 23BB;
  98. Thence easterly along the north line of said property per Book 1969 Page 1088 (Tax Lot 1100) to the northwest corner of the plat of "Lydia Court", Assessor Map 1S 2E 23BB;





99. Thence southerly along the west line of the plat of "Lydia Court" to the southwest corner thereof, Assessor Map 1S 2E 23BB;
100. Thence easterly along the south line of the plat of "Lydia Court" to the west right-of-way of S.E. 128th Avenue as dedicated in Book 1510, Page, recorded March 17, 1981, Assessor Map 1S 2E 23BB;
101. Thence southerly along said west right-of-way line of S.E. 128th Avenue to a line that is 15.00 feet south of the south line of the plat of "Lydia Court", measured perpendicular thereto, said line also being a property line of that property per Document No. 99-013782, recorded January 21, 1999 (Tax Lot 400), Assessor Map 1S 2E 23BB;
102. Thence westerly, southerly, easterly, and then again southerly along the courses of property line of said property per Document No. 99-013782 (Tax Lot 400) to the southeast corner thereof, Assessor Map 1S 2E 23BB;
103. Thence westerly along the south line of said property per Document No. 99-013782 (Tax Lot 400) to a point on the east line of that property per Book 927 Page 1329, recorded May 21, 1973 (Tax Lots 800, 900, 1000, and 1900), Assessor Map 1S 2E 23BB;
104. Thence south along said east line of that property per Book 927 Page 1329 (Tax Lots 800, 900, 1000, and 1900) to a point on the north right-of-way line of S.E. 122nd Drive, Assessor Map 1S 2E 23BB;
105. Thence northwesterly along the northeasterly right-of-way line of S.E. 122nd Drive to the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 23BB;
106. Thence northerly and northwesterly along the east and northeast right-of-way lines of S.E. 122nd Avenue to the northerly prolongation of the east line of Lot 1 of the plat of "Foster Village", Assessor Map 1S 2E 23BB;
107. Thence southerly along said northerly prolongation and the east line of Lot 1 of the plat of "Foster Village" to the southeast corner thereof, said southeast corner being an angle point in the north line of that property per Book 1833, Page 2327, recorded June 28, 1985 (Tax Lot 2300), Assessor Map 1S 2E 23BB;



108. Thence southeasterly along the north line of said property per Book 1833 Page 2327 to a point on the west right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 23BB;
109. Thence southerly along said west right-of-way line of S.E. 122nd Avenue to an angle point in the west right-of-way line of S.E. 122nd Avenue, said angle point being at the intersection with the west right-of-way line of S.E. Brookside Drive, Assessor Map 1S 2E 23BB;
110. Thence southerly and westerly along the west and south right-of-way lines of said S.E. Brookside Drive to the southeast corner of Lot 1 of the plat of "Brookside", Assessor Map 1S 2E 23BB;
111. Thence northerly along the east line of Lot 1 of the plat of "Brookside" to the northeast corner thereof, said northeast corner being on the south line of Lot 1 of the plat of "Foster Village", Assessor Map 1S 2E 23BB;
112. Thence westerly along the south line of Lot 1 of the plat of "Foster Village" to the southwest corner of that property per Document No. 99-229260, recorded December 23, 1999 (Tax Lot 2100), Assessor Map 1S 2E 23BB;
113. Thence northerly along the west line of said property per Document No. 99-229260 (Tax Lot 2100) to the southwest right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 23BB;
114. Thence northerly across S.E. 122nd Avenue to the intersection of the north line of S.E. 122nd Avenue with the most easterly, south line of that property per Document No. 99-126760, recorded June 28, 1999 being that portion referred to as Parcel 3 therein (portion of Tax Lot 1700), Assessor Map 1S 2E 23BB;
115. Thence northwesterly along the north right-of-way line of S.E. 122nd Avenue to the west line of said property per Document No. 99-126760 being that portion referred to as Parcel 3 therein (portion of Tax Lot 1700), Assessor Map 1S 2E 23BB;
116. Thence north along the west line of said property per Document No. 99-126760 being the west lines of those portions referred to as Parcels 1 and 3 therein (portion of Tax Lot 1700) to the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 23BB;





117. Thence northwesterly across the right-of-way of S.E. 122nd Avenue to a point on the west right-of-way line of S.E. 122nd Avenue at the southeast corner of that property per Document No. 2008-016477, recorded February 29, 2008 (Tax Lot 1000), Assessor Map 1S 2E 22AA and Assessor Map 1S 2E 23 BB;
118. Thence northerly along the west right-of-way line of S.E. 122nd Avenue to the southeast corner of Lot 23 of the plat of "Foster Village", Assessor Map 1S 2E 22AA;
119. Thence westerly along the south lines of Lots 23 and 24 of the plat of "Foster Village", Partition Plat No. 1995-141 and Partition Plat No. 1997-175 to the southwest corner of Partition Plat No. 1997-175, Assessor Map 1S 2E 15DD and Assessor Map 1S 2E 22AA;
120. Thence northerly along the west line of the Partition Plat No. 1997-175 to a point on the south right-of-way line of S.E. Foster Road, Assessor Map 1S 2E 15DD;
121. Thence westerly along said south right-of-way line of S.E. Foster Road to the northeast corner of the plat of "Foster Knoll Condominiums", Assessor Map 1S 2E 15DD;
122. Thence southerly along the east lines of the plat of "Foster Knoll Condominiums" and that property per Book 2601 Page 386, recorded October 16, 1992 (Tax Lot 1300) to the north line of the plat of "Northern Lights, Lots 15 thru 64, Block 3 & Block 4", Assessor Map 1S 2E 15DD, Assessor Map 1S 2E 22AA, and Assessor Map 1S 2E 22AB;
123. Thence westerly along the north lines of the plat of "Northern Lights, Lots 15 thru 64, Block 3 & Block 4" and the plat of "Northern Lights" to the northwest corner of the plat of "Northern Lights", Assessor Map 1S 2E 22AB;
124. Thence southerly along the west line of the plat of "Northern Lights" to a point on the south right-of-way line of S.E. Brookside Drive, Assessor Map 1S 2E 22AB;
125. Thence westerly along said south right-of-way line of S.E. Brookside Drive to the intersection with the east right-of-way line of S.E. 112th Avenue, Assessor Map 1S 2E 22AB;



126. Thence southerly along said west right-of-way line of S.E. 112th Avenue to a point on the easterly prolongation of the south line of Tract "B" of the plat of "Terrace Trails", Assessor Map 1S 2E 22AB and 1S 2E 22AC;
127. Thence westerly along said easterly prolongation and south line of said Tract "B" to the southwest corner thereof, said southwest corner being on the east line of the plat of "Greb Villa", Assessor Map 1S 2E 22BD;
128. Thence northerly along said east line of the plat of "Greb Villa" to the southeast corner of Block D of said plat, Assessor Map 1S 2E 22BC;
129. Thence westerly along the south line of said Block D of the plat of "Greb Villa" to a point on the west line of said plat, Assessor Map 1S 2E 22BC;
130. Thence southerly along said west line of the plat of "Greb Villa" to a point on the northerly right-of-way line of S.E. Knapp Street, Assessor Map 1S 2E 22BC;
131. Thence southwesterly across said right-of-way of S.E. Knapp Street to the northeast corner of Lot 7, Block 2 of the plat of "Wardell Heights", said northeast corner being on the southerly right-of-way line of said S.E. Knapp Street, Assessor Map 1S 2E 22BC;
132. Thence westerly along said southerly right-of-way line of said S.E. Knapp Street to the northeast corner of that property per Document No. 2006-057384, recorded March 31, 2006 (Tax Lot 400), Assessor Map 1S 2E 22BC;
133. Thence southerly along the east line of said property per Document No. 2006-057384 (Tax Lot 400) to the southeast corner thereof, Assessor Map 1S 2E 21A;
134. Thence westerly along the south line of said property per Document No. 2006-057384 (Tax Lot 400) to a point on the southeast right-of-way line of S.E. Knapp Street, Assessor Map 1S 2E 21A;
135. Thence southwesterly along the southeast right-of-way line of S.E. Knapp Street to the northeasterly right-of-way line of Mt. Scott Boulevard (relocated), Assessor Map 1S 2E 21DB;
136. Thence southwesterly to an angle point in the northeast line of Tract "A" of the plat of "Aspen Summit Village", said angle point also being an angle point in the southwest right-of-way of Mt. Scott Boulevard (relocated), said angle point also





- being 305.76 feet from the intersection of the southwest right-of-way line of Mt. Scott Boulevard (relocated) with the north right-of-way line of S.E. Aspen Summit Drive, Assessor Map 1S 2E 21DB;
137. Thence northwesterly along the northeast line of Tract "A" of the plat of "Aspen Summit Village", which is also the southwest right-of-way line of Mt. Scott Boulevard to a point being on the westerly right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 21DB;
  138. Thence westerly to the intersection of the south right-of-way line of Mt. Scott Boulevard to the west right-of-way line of U.S. Highway I-205, 1S 2E 21DB;
  139. Thence southerly along said west right-of-way line of U.S. Highway I-205 to a point on the east right-of-way line of S.E. 92nd Avenue, Assessor Map 1S 2E 21DB;
  140. Thence southerly along said east right-of-way line of S.E. 92nd Avenue to a point on the south right-of-way line of S.E. Crystal Springs Boulevard, Assessor Map 1S 2E 21DB;
  141. Thence westerly along said south right-of-way line of S.E. Crystal Springs Boulevard to a point on the westerly right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 21CD;
  142. Thence southerly along the west right-of-way line of U.S. Highway I-205 to a point on the north right-of-way line of S.E. Clatsop Street as shown in the plat of "Panama Villa", Assessor Map 1S 2E 21CD;
  143. Thence westerly along said north right-of-way line of S.E. Clatsop Street to a point on the west right-of-way line of S.E. 87th Avenue, which is also the west line of the plat of "Panama Villa", Assessor Map 1S 2E21CD;
  144. Thence southerly along the west line of the plat of "Panama Villa" to the south line of Section 21, Township 1 South, Range 2 East of the Willamette Meridian, 1S 2E 21 CC;
  145. Thence westerly along the south line of Section 21, Township 1 South, Range 2 East of the Willamette Meridian to the southwest corner of said section, 1S 2E 21 CC;



146. Thence westerly along the south line of Section 20, Township 1 South, Range 2 East of the Willamette Meridian to the west right-of-way line of S.E. 82nd Avenue, Assessor Map 1S 2E 21CC;
147. Thence northerly along said west right-of-way line of S.E. 82nd Avenue to a point on the south right-of-way line of S.E. Flavel Street, Assessor Map 1S 2E 20DD and Assessor Map 1S 2E 20DA;
148. Thence westerly along said south right-of-way line of S.E. Flavel Street to a point on a southerly prolongation of the west right-of-way line of S.E. 78th Avenue, Assessor Map 1S 2E 20DA;
149. Thence northerly along said southerly prolongation and west right-of-way line of S.E. 78th Avenue to a point on the north right-of-way line of S.E. Cooper Street, Assessor Map 1S 2E 20AD and Assessor Map 1S 2E 20AA;
150. Thence easterly along the north right-of-way line of S.E. Cooper Street to a point on the west right-of-way line of S.E.80th Avenue, Assessor Map 1S 2E 20AA;
151. Thence northerly along said west right-of-way line of S.E. 80th Avenue to a point on the south right-of-way line of S.E. Harold Street, Assessor Map 1S 2E 20AA, Assessor Map 1S 2E 17DD, and Assessor Map 1S 2E 17DA;
152. Thence westerly along said south right-of-way line of S.E. Harold Street to the southerly prolongation of the west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 17DA;
153. Thence northerly along the southerly prolongation of the west right-of-way line of S.E. 79th Avenue to the north right-of-way line of S.E. Harold Street, Assessor Map 1S 2E 17DA and Assessor Map 1S 2E 17AD;
154. Thence westerly along the north right-of-way line of S.E. Harold Street to the most southerly, southwest corner of Book 666, Page 328, recorded October 19 , 1914 (Tax Lot 8700), Assessor Map 1S 2E 17AD;
155. Thence northerly along the westerly line of said property per Book 666, Page 328 (Tax Lot 8700) to a point 50 feet east of the right-of-way line of S.E. 77th Avenue, being also 100 feet north of the north right-of-way line of S.E. Harold Street (Tax Lot 8700), Assessor Map 1S 2E 17AD;





156. Thence westerly along the southerly line of said property per Book 666, Page 328 (Tax Lot 8700) to the east right-of-way line of S.E. 77th Avenue, Assessor map 1S 2E 17AD;
157. Thence northerly along the east right-of-way line of S.E. 77th Avenue to the north line of said property per Book 666, Page 328 (Tax Lot 8700), Assessor Map 1S 2E 17AD;
158. Thence westerly along the westerly prolongation of the north line of said property per Book 666, Page 328 (Tax Lot 8700) to a point on the centerline of the right-of-way of S.E. 77th Avenue, Assessor Map 1S 2E 17AD;
159. Thence northerly along said centerline of the right-of-way of S.E. 77th Avenue to a point on the centerline of the right-of-way of S.E. Steele Street, Assessor Map 1S 2E 17AC and Assessor Map 1S 2E 17AD;
160. Thence westerly along said centerline of the right-of-way of S.E. Steele Street to it's intersection with the centerline of the right-of-way of S.E. 74th Avenue, Assessor Map 1S 2E 17AC;
161. Thence northerly along said centerline of the right-of-way of S.E. 74th Avenue to it's intersection with the right-of-way of S.E. Mitchell Court, Assessor Map 1S 2E 17AC;
162. Thence westerly along said centerline of the right-of-way of S.E. Mitchell Court to a point on the centerline of the right-of-way of S.E. 73rd Avenue, Assessor Map 1S 2E 17AC;
163. Thence northerly along said centerline of the right-of-way of S.E. 73rd Avenue to a point on the easterly prolongation of the south line of Lot 26 of the plat of "Anna Marie Park", Assessor Map 1S 2E 17AC;
164. Thence westerly along said easterly prolongation of the south line of Lot 26 of the plat of "Anna Marie Park" to the west right-of-way line of S.E. 73rd Avenue, Assessor Map 1S 2E 17AC;
165. Thence southerly along the west right-of-way line of S.E. 73rd Avenue to the southeast corner of Lot 23 of the plat of "Anna Marie Park", Assessor Map 1S 2E 17AC;



166. Thence westerly along said south line of said Lot 23 of the plat of “Anna Marie Park” to the northeast corner of Lot 21 of said plat, Assessor Map 1S 2E 17AC;
167. Thence southerly along the east line of Lot 21 of the Plat of “Anna Marie Park” to the southeast corner of thereof, Assessor Map 1S 2E 17AC;
168. Thence westerly along the south line of said Lot 21 and Lot 20 of said Plat of “Anna Marie Park” to the southwest corner of said Lot 20, Assessor Map 1S 2E 17AC;
169. Thence southerly along the east line of S.E. Mitchell Street as vacated in Book 1981, Page 1277, recorded February 20, 1987 to it’s intersection with the north line Lot 3, Block 3 of the Plat of “East View”, Assessor Map 1S 2E 17AC;
170. Thence easterly along the north line of Lot 3, Block 3 of the Plat of “East View” to the northeast corner thereof, Assessor Map 1S 2E 17AC;
171. Thence southerly along the east line of said Lot 3, Block 3 of the Plat of “East View” to the southeast corner of thereof, said southeast corner being on the north right-of-way line of S.E. Steele Street, Assessor Map 1S 2E 17AC;
172. Thence westerly along the south line of Lots 3, 2, and 1, Block 3 of the Plat of “East View”, which is also the north right-of-way line of S.E. Steele Street to the east right-of-way line of S.E. 72nd Avenue, Assessor Map 1S 2E 17AC;
173. Thence northerly along the east right-of-way line of S.E. 72nd Avenue to the northwest corner of Lot 11 of the Plat of “Anna Marie Park”, Assessor Map 1S 2E 17AC;
174. Thence westerly along the westerly projection of the north line of said Lot 11 of the Plat of “Anna Marie Park” to it’s intersection with the centerline of the right-of-way line of S.E. 72nd Avenue, Assessor Map 1S 2E 17AC;
175. Thence northerly along the centerline of the right-of-way of S.E. 72nd Avenue to it’s intersection with the easterly projection of the south line of Lot 1, Block 15 of the Plat of “Firland”, Assessor Map 1S 2E 17AC and Assessor Map 1S 2E 17BD;
176. Thence westerly along said easterly projection and the south lines of Lots 1 and 2, 3, 4 and 5, all of Block 15 of the plat of “Firland” to the southwest corner of said Lot 5, Assessor Map 1S 2E 17BD;





177. Thence northerly along the west line of said Lot 5, Block 15 of the plat of "Firland" and it's northerly prolongation to a point on the centerline of the right-of-way of S.E. Raymond Court, Assessor Map 1S 2E 17BD;
178. Thence westerly along said centerline of the right-of-way of S.E. Raymond Court to the centerline of the right-of-way of S.E. 70th Avenue, Assessor Map 1S 2E 17BD;
179. Thence northerly along the centerline of the right-of-way of S.E. 70th Avenue to it's intersection with the easterly prolongation of the south line of Lot 5, Block 11 of the plat of "Firland", Assessor Map 1S 2E 17BD;
180. Thence westerly along said easterly prolongation and the south line of said Lot 5, Block 11 of the plat of "Firland" to the southwest corner thereof, Assessor Map 1S 2E 17BA and Assessor Map 1S 2E 17BD;
181. Thence northerly along the west line of Lot 5, Block 11 of the plat of "Firland" to the southeast corner of that property per Document No. 2001-189105, recorded November 27, 2001 (Tax Lot 12400), Assessor Map 1S 2E 17BA and Assessor Map 1S 2E 17BD;
182. Thence westerly along the south line of said property per Document No. 2001-189105 (Tax Lot 12400) to the southwest corner thereof, Assessor Map 1S 2E 17BA and Assessor Map 1S 2E 17BD;
183. Thence northerly along the west line of said property per Document No. 2001-189105 (Tax Lot 12400) to a point on the south line of that property per Document No. 2002-230880, recorded December 17, 2002 (Tax Lot 11800), Assessor Map 1S 2E 17BA;
184. Thence westerly along the south line of said property per Document No. 2002-230880 (Tax Lot 11800) and it's westerly prolongation to the centerline of the right-of-way of S.E. 67th Avenue, Assessor Map 1S 2E 17BA;
185. Thence northerly along said centerline of the right-of-way line of S.E. 67th Avenue to a point on the easterly prolongation of the south line of Lot 12, Block 6 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BA and Assessor Map 1S 2E 17BB;



186. Thence westerly along said easterly prolongation, the south line of Lot 12, Block 6 of the plat of "Arleta Park No. 3", and it's westerly prolongation to the centerline of the right-of-way of S.E. 66th Avenue, Assessor Map 1S 2E 17BB;
187. Thence northerly along the centerline of the right-of-way of S.E. 66th Avenue to the easterly prolongation of the south line of Lot 13, Block 5 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BB;
188. Thence westerly along said easterly prolongation and the south line of said Lot 13, Block 5 of the plat of "Arleta Park No. 3" to the southwest corner thereof, Assessor Map 1S 2E 17BB;
189. Thence northerly along the west lines of said Lot 13 and Lot 14, all within Block 5 of the plat of "Arleta Park No. 3" to the easterly prolongation of the south line of Lot 28, Block 5 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BB;
190. Thence westerly along said easterly prolongation, the south line of Lot 28, Block 5 of the plat of "Arleta Park No. 3", and it' westerly prolongation to the centerline of the right-of-way of S.E. 65th Avenue, Assessor Map 1S 2E 17BB;
191. Thence northerly along said centerline of the right-of-way of S.E. 65th Avenue to it's intersection with the centerline of the right-of-way of S.E. Schiller Street, Assessor Map 1S 2E 17BB;
192. Thence westerly along said centerline of the right-of-way of S.E. Schiller Street to the southerly projection of the west line of Lot 1, Block 10 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BB;
193. Thence northerly along said southerly projection and the west lines of Lots 1 and 2, all within Block 10 of the plat of "Arleta Park No. 3" to the easterly prolongation of the south line of Lot 15, Block 10 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BB;
194. Thence along said easterly prolongation, the south line of Lot 15, Block 10, of the plat of "Arleta Park No. 3", and it's westerly prolongation to the centerline of the right-of-way of S.E. 64th Avenue, Assessor Map 1S 2E 17BB;
195. Thence northerly along the centerline of the right-of-way of S.E. 64th Avenue to the easterly prolongation of the south line of Lot 19, Block 3 of the plat of "Laurelwood Annex", Assessor Map 1S 2E 17BB;





196. Thence westerly along said easterly prolongation and the south line of said Lot 19, Block 3 of the plat of "Laurelwood Annex" to the southwest corner thereof, Assessor Map 1S 2E 17BB;
197. Thence northerly along the west line of said Lot 19, Block 3 of the plat of "Laurelwood Annex" to the easterly prolongation of the south line of Lot 7, Block 3 of the plat of "Laurelwood Annex", Assessor Map 1S 2E 17BB;
198. Thence westerly along said easterly prolongation, the south line of Lot 7, said Block 3 of the plat of "Laurelwood Annex", and it's westerly prolongation to the centerline of the right-of-way of S.E. 63rd Avenue, Assessor Map 1S 2E 17BB;
199. Thence northerly along the centerline of the right-of-way of S.E. 63rd Avenue to the easterly prolongation of the south line of Lot 24, Block 2 of the plat of "Laurelwood Annex", Assessor Map 1S 2E 17BB;
200. Thence westerly along said easterly prolongation and the south line of Lot 24, Block 2 of the plat of "Laurelwood Annex" to the southwest corner thereof, Assessor Map 1S 2E 17BB;
201. Thence northerly along the west lines of said Lots 24, 25 and 26, all within Block 2 of the plat of "Laurelwood Annex" to a point on the easterly prolongation of the south line of Lot 5, said Block 2 of the plat of "Laurelwood Annex", Assessor Map 1S 2E 17BB;
202. Thence westerly along said easterly prolongation and the south line of said Lot 5, Block 2 of the plat of "Laurelwood Annex" to the southwest corner, said southwest corner being on the east right-of-way line of S.E. 62nd Avenue, Assessor Map 1S 2E 17BB;
203. Thence westerly across said right-of-way of S.E. 62nd Avenue to the southeast corner of that property per Book 911 Page 389, recorded October 05, 1921 (Tax Lot 8300), Assessor Map 1S 2E 17BB;
204. Thence westerly along the south line of said property per Book 911 Page 389 (Tax Lot 8300) and it's westerly prolongation to the centerline of the right-of-way of S.E. 61st Avenue, Assessor Map 1S 2E 17BB and Assessor Map 1S 2E 18AA;



205. Thence northerly along the centerline of the right-of-way of S.E. 61st Avenue to it's intersection with the centerline of the right-of-way of S.E. Holgate Boulevard, Assessor Map 1S 2E 17BB and Assessor Map 1S 2E 18AA;
206. Thence westerly along said centerline of the right-of-way of S.E. Holgate Boulevard to it's intersection with the centerline of the right-of-way of S.E. 61st Avenue, Assessor Map 1S 2E 7DD and Assessor Map 1S 2E 18AA;
207. Thence northerly along said centerline of the right-of-way of S.E. 61st Avenue to a point on the easterly prolongation of the south line of Lot 5 of the plat of "Gray Tract", Assessor Map 1S 2E 7DD;
208. Thence westerly along said prolongation and south line of Lot 5 of the plat of "Gray Tract" to the west line of said plat, Assessor Map 1S 2E 7DD;
209. Thence northerly along said west line of the plat of "Gray Tract" to a point on the southwest right-of-way line of S.E. Foster Road, Assessor Map 1S 2E 7DD;
210. Thence northwesterly along the southwest right-of-way line of S.E. Foster Road to the northeast corner of that property per Document No. 2001-116613, recorded July 27, 2001 (Tax Lot 8200), Assessor Map 1S 2E 7DD;
211. Thence southerly along the east line of said property per Document No. 2001-116613 (Tax Lot 8200) to the southeast corner thereof, Assessor Map 1S 2E 7DD;
212. Thence westerly along the south line of said property per Document No. 2001-116613 (Tax Lot 8200) to the southwest corner thereof; Assessor Map 1S 2E 7DD;
213. Thence northerly along the west line of said document 2001-116613 to the southeast corner of Lot 3, Block 8 of the plat of "Cherry Park", Assessor Map 1S 2E 7DD;
214. Thence westerly along the south lines of Lot 3 and Lot 2, all within Block 8 of the plat of "Cherry Park" to the southwest corner of said Lot 2, said southwest corner being on the east right-of-way line of S.E. 59th Avenue, Assessor Map 1S 2E 7DD;





215. Thence westerly across the right-of-way of S.E. 59th Avenue to the southeast corner of Lot 5, Block 7 in the plat of "Cherry Park", said southeast corner being on the west right-of-way line of S.E. 59th Avenue, Assessor Map 1S 2E 7DD;
216. Thence westerly along the south line of Lot 5, Block 7 of the plat of "Cherry Park" to the southwest corner thereof, Assessor Map 1S 2E 7DD;
217. Thence northerly along the west line of Lot 5, Block 7 of the plat of "Cherry Park" to the northeast corner of Book 1774, Page 72, recorded March 15, 1956 (Tax Lot 14400), Assessor Map 1S 2E 7DD;
218. Thence westerly along the north line of said property per Book 1774, Page 72 (Tax Lot 14400) to the southeast corner of the northwest one-quarter of Lot 1 of Tract F of the plat of "Overton Park, Tracts "E" and "F", said southeast corner also being an angle point in the east line of that property per Book 2535, Page 2723, recorded April 28, 1992 (Tax Lot 14200), Assessor Map 1S 2E 7DD;
219. Thence northerly along the east line of the northwest one-quarter of Lot 1 of Tract F of the plat of "Overton Park, Tracts "E" and "F", which is also along the east line of said property per Book 2535, Page 2723 (Tax Lot 14200) and it's northerly prolongation to the centerline of the right-of-way of S.E. Boise Street, Assessor Map 1S 2E 7DD;
220. Thence westerly along the centerline of the right-of-way of S.E. Boise Street to it's intersection with the southerly prolongation of the west line of Lot 10, Block 1 of the Plat of "Myrtle Park", Assessor Map 1S 2E 7DD;
221. Thence northerly along said southerly prolongation, the west lines of Lots 10 and 17, all within Block 1 of the plat of "Myrtle Park", and their northerly prolongation to it's intersection with the centerline of the right-of-way of S.E. Gladstone Street, Assessor Map 1S 2E 7DD;
222. Thence westerly along said centerline of the right-of-way S.E. Gladstone to it's intersection with the centerline of the right-of-way of S.E. 56th Avenue, Assessor Map 1S 2E 7DC and Assessor Map 1S 2E 7DD;
223. Thence northerly along said centerline of the right-of-way of S.E. 56th Avenue to a point on the easterly prolongation of the south line of Lot 1, Block 2 of the plat of "Archer Place", Assessor Map 1S 2E 7DC;



224. Thence westerly along said easterly prolongation and the south lines of Lots 1 through 6, all within Block 2 of the plat of "Archer Place" to the southwest corner of said Lot 6, Assessor Map 1S 2E 7DC;
225. Thence northerly along the west line of Lot 6, Block 2 of the plat of "Archer Place" to the northwest corner thereof, said northwest corner being on the south right-of-way line of S.E. Center Street, Assessor Map 1S 2E 7DC;
226. Thence easterly along the north line of Lot 6, Block 2 of the plat of "Archer Place", which is also along the south right-of-way line of S.E. Center Street to the northeast corner of said Lot 6, Block 2, Assessor Map 1S 2E 7DC;
227. Thence northerly, perpendicular to the south right-of-way line of S.E. Center Street, to the centerline of the right-of-way of S.E. Center Street, Assessor Map 1S 2E 7DC;
228. Thence westerly along the centerline of the right-of-way of S.E. Center Street to it's intersection with the centerline of the right-of-way of S.E. 54th Avenue, Assessor Map 1S 2E 7DB and Assessor Map 1S 2E 7DC;
229. Thence northerly along said centerline of the right-of-way of S.E. 54th Avenue to the easterly prolongation of the south line of Lot 19, Block 2 of the plat of "Anabel", Assessor Map 1S 2E 7DB;
230. Thence westerly along said easterly projection and the south lines of Lots 19, 18, and 15, Block 2 of the plat of "Anabel" to the southwest corner of said Lot 15, Assessor Map 1S 2E 7DB;
231. Thence northerly along the west line of said Lot 15, Block 2 of the plat of "Anabel" and it's northerly prolongation to it's intersection with the centerline of the right-of-way of S.E. Francis Street, Assessor Map 1S 2E 7DB;
232. Thence westerly along the centerline of the right-of-way of S.E. Francis Street to the southerly prolongation of the west line of Lot 7, Block 1 of the plat of "Anabel", Assessor Map 1S 2E 7DB;
233. Thence northerly along the west line of Lot 7, Block 1 of the plat of "Anabel" to the southeast corner of Lot 4, Block 1 of the plat of "Anabel", Assessor Map 1S 2E 7DB;





234. Thence westerly along the south line of Lot 4, Block 1 of the plat of "Anabel" and it's westerly prolongation to the centerline of the right-of-way of S.E. 52nd Avenue, Assessor Map 1S 2E 7DB;
235. Thence northerly along said centerline of the right-of-way of S.E. 52nd Avenue to the westerly prolongation of the north line of Lot 3, Block 1 of the plat of "Anabel", Assessor Map 1S 2E 7DB;
236. Thence westerly along the westerly prolongation of the north line of said Lot 3, Block 1 of the plat of "Anabel" to the west right-of-way line of S.E. 52nd Avenue, Assessor Map 1S 2E 7DB;
237. Thence northerly along the west right-of-way line of S.E. 52nd Avenue to the southeast corner of Lot 6, Block 7 of the plat of "McGowan Addition", Assessor Map 1S 2E 7DB;
238. Thence westerly along the south lines of Lots 6 and 4, all within Block 7 of the plat of "McGowan Addition" to the southwest corner of said Lot 4, Assessor Map 1S 2E 7DB;
239. Thence northerly along the west line of Lot 4, Block 7 of the plat of "McGowan Addition" and it's northerly prolongation to the centerline of the right-of-way of S.E. Bush Street, Assessor Map 1S 2E 7CA and Assessor Map 1S 2E 7DB;
240. Thence westerly along the centerline of the right-of-way of S.E. Bush Street to the southerly prolongation of the west line of Lot 8, Block 5 of the plat of "McGowan Addition", Assessor Map 1S 2E 7CA;
241. Thence northerly along said south prolongation and the west line of Lot 8, Block 5 of the plat of "McGowan Addition" to the northwest corner thereof, Assessor Map 1S 2E 7CA;
242. Thence northwesterly along the southwest line of Lots 4 and 3, Block 5 of the plat of "McGowan Addition" to an angle point in the southwest line of said Lot 3, which is also the southeast corner of Lot 11, Block 5 of the plat of "McGowan Addition", Assessor Map 1S 2E 7CA;
243. Thence westerly along the south line of Lot 11, Block 5 of the plat of "McGowan Addition" and it's westerly prolongation to a point on the centerline of the right-of-way of S.E. 51st Avenue, Assessor Map 1S 2E 7CA;



244. Thence northerly along said centerline of the right-of-way of S.E. 51st Avenue to it's intersection with the centerline of the right-of-way S.E. Rhone Street, Assessor Map 1S 2E 7CA;
245. Thence westerly along the centerline of the right-of-way of S.E. Rhone Street to it's intersection with the centerline of the right-of-way of S.E. 50th Avenue, Assessor Map 1S 2E 7CA;
246. Thence northerly along the centerline of the right-of-way of S.E. 50th Avenue to a point on the centerline of the right-of-way of S.E. La Fayette Street, Assessor Map 1S 2E 7CA;
247. Thence westerly along the centerline of the right-of-way of S.E. La Fayette Street to the east line of Lot 6, Block 1 of the plat of "North Ivanhoe", Assessor Map 1S 2E 7CA;
248. Thence northerly along the east line of said Lots 6, 5, 4, and 3 , Block 1 of the plat of "North Ivanhoe" to the northeast corner of Lot 3, Block 1 of the plat of "North Ivanhoe", Assessor Map 1S 2E 7CA;
249. Thence westerly along the north line of said Lot 3, Block 1 of the plat of "North Ivanhoe" and it's westerly prolongation to a point on the centerline of the right-of-way of S.E. 49th Avenue, Assessor Map 1S 2E 7CA;
250. Thence northerly along said centerline of the right-of-way line of S.E. 49th Avenue it's intersection with the south right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E 7CA;
251. Thence northerly across the right-of-way of S.E. Powell Boulevard to the intersection of the north right-of-way line of S.E. Powell Boulevard with the centerline of the right-of-way of S.E. 49th Avenue, Assessor Map 1S 2E 7BD and Assessor Map 1S 2E 7CA;
252. Thence northerly along the centerline of S.E. 49th Avenue to it's intersection with the centerline of the right-of-way of S.E. Haig Street, Assessor Map 1S 2E 7BD;
253. Thence easterly along said centerline of the right-of-way of S.E. Haig Street to the northerly prolongation of the west line of Lot 5, Block 7 of the plat of "Creston", Assessor Map 1S 2E 7BD;





254. Thence southerly along said northerly prolongation and the west line of Lot 5, Block 7 of the plat of "Creston" to the southwest corner thereof, Assessor Map 1S 2E 7BD;
255. Thence easterly along the south lines of Lots 5 and 11, all within Block 7 of the plat of "Creston" to a point on the west right-of-way line of S.E. 51st Avenue, Assessor Map 1S 2E 7BD;
256. Thence easterly across the right-of-way of S.E. 51st Avenue, to the northwest corner of Lot 27, Block 1 of the Plat of "Creston", said northwest corner being on the east right-of-way line of S.E. 51st Avenue, Assessor Map 1S 2E 7BD;
257. Thence easterly along the north lines of Lot 27 and Lot 28, Block 1 of the plat of "Creston" to the northeast corner of said Lot 28, Block 1, which is also the northwest corner of Lot 1 Block 19 of the Plat of "East Creston", Assessor Map 1S 2E 7BD;
258. Thence easterly along the north line of Lot 1 and Lot 2, all within Block 19 of the plat of "East Creston" to the northeast corner of said Lot 2, Block 19, said northeast corner also being on the west right-of-way line of S.E. 52nd Avenue, Assessor Map 1S 2E 7AC;
259. Thence easterly across the right-of-way of S.E. 52nd Avenue to a point that is 100 feet north of the southwest corner of Block 22 of the plat of "East Creston", said point also being on the east right-of-way line of S.E. 52nd Avenue, Assessor Map 1S 2E 7AC;
260. Thence easterly parallel with the south line of Block 22 of the plat of "East Creston" and it's easterly prolongation to the centerline of the right-of-way of S.E. 53rd Avenue, Assessor Map 1S 2E 7AC;
261. Thence southerly along the centerline of the right-of-way of S.E. 53rd Avenue to it's intersection with the centerline of the right-of-way of S.E. Powell Boulevard, Assessor Map 1S 2E 7AC;
262. Thence southwesterly to the northeast corner of Lot 8, Block 1 of the plat of "Oakdale", Assessor Map 1S 2E 7DB;



263. Thence southerly along the east line of Lot 8, Block 1 of the plat of "Oakdale" to the southeast corner thereof, Assessor Map 1S 2E 7DB;
264. Thence westerly along the south lines of Lot 8 and Lot 7, Block 1 of the plat of "Oakdale" to the southwest corner of said Lot 7, which is also the northwest corner of Lot 28, Block 1 of the plat of "Oakdale", Assessor Map 1S 2E 7DB;
265. Thence southerly along the west lines of Lot 28, Block 1 of the plat of "Oakdale" to the southwest corner thereof, said southwest corner being on the north right-of-way line of S.E. La Fayette Street, Assessor Map 1S 2E 7DB;
266. Thence across the right-of-way of S.E. La Fayette Street to the northwest corner of Lot 7, Block 4 of the plat of "Oakdale", said northwest corner being on the south right-of-way line of S.E. La Fayette Street, Assessor 1S 2E 7DB;
267. Thence southerly along the west lines of Lot 7 and Lot 28, all within Block 4 of the plat of "Oakdale" and it's southerly prolongation to the centerline of the right-of-way of S.E. Rhone Street, Assessor Map 1S 2E 7DB;
268. Thence easterly along the centerline of the right-of-way of S.E. Rhone Street to it's intersection with the centerline of the right-of-way of S.E. 54th Avenue, Assessor Map 1S 2E 7DB;
269. Thence southerly along the centerline of the right-of-way of S.E. 54th Avenue to it's intersection with the centerline of the right-of-way of S.E. Bush Street, Assessor Map 1S 2E 7DB;
270. Thence easterly along the centerline of the right-of-way of S.E. Bush Street to the northerly prolongation of the east line of that property per Book 751 Page 275, recorded September 14, 1970 (Tax Lot 7300), Assessor Map 1S 2E 7DB;
271. Thence southerly along said northerly prolongation and the east line of said property per Book 751 Page 275 (Tax Lot 7300) to a point on the north line of Lot 16, Block 2 of the plat of "Cannon's Addition", Assessor Map 1S 2E 7DB;
272. Thence easterly along the north lines of Lots 16 through 20, all within Block 2 of the plat of "Cannon's Addition" and their easterly prolongation to the intersection with the centerline of the right-of-way of S.E. 56th Avenue, Assessor Map 1S 2E 7DB;





273. Thence southerly along said centerline of the right-of-way of S.E. 56th Avenue to it's intersection with the centerline of the right-of-way of S.E. Francis Street, Assessor Map 1S 2E 7DB;
274. Thence easterly along said centerline of the right-of-way of S.E. Francis Street to the northerly prolongation of the east line of Lot 7, Block 2 of the plat of "Watt's Subdivision", Assessor Map 1S 2E 7DB;
275. Thence southerly along said northerly prolongation and the east lines of Lots 7 and 14, all within Block 2 of the plat of "Watt's Subdivision" and their southerly prolongation to the intersection with the centerline of the right-of-way of S.E. Center Street, Assessor Map 1S 2E 7DA and Assessor Map 1S 2E 7DB;
276. Thence easterly along said centerline of the right-of-way of S.E. Center Street to it's intersection with the centerline of the right-of-way of S.E. 58th Avenue, Assessor Map 1S 2E 7DA and Assessor Map 1S 2E 7DD;
277. Thence southerly along said centerline of the right-of-way of S.E. 58th Avenue to a point on a westerly prolongation of the north line of Lot 11, Block 3, plat of "Myrtle", Assessor Map 1S 2E 7DD;
278. Thence easterly along said westerly prolongation and the north lines of Lots 11 through 16, all within Block 3 of the plat of "Myrtle" to the northeast corner of said Lot 16, Block 3, Assessor Map 1S 2E 7DD;
279. Thence southerly along the east line of Lot 16, Block 3 of the plat of "Myrtle" and it's southerly prolongation to it's intersection with the centerline of the right-of-way of S.E. Gladstone Street, Assessor Map 1S 2E 7DD;
280. Thence easterly along said centerline of the right-of-way of S.E. Gladstone Street to it's intersection with the centerline of the right-of-way of S.E. 60th Avenue, Assessor Map 1S 2E 7DD;
281. Thence southerly along said centerline of the right-of-way of S.E. 60th Avenue to a point on a westerly prolongation of the south line of Lot 12, Block 3 of the plat of "Stewart Park", Assessor Map 1S 2E 7DD;
282. Thence easterly along said westerly prolongation and the south lines of Lots 12 through 16, all within Block 3 of the plat of "Stewart Park" to the northeast corner of Lot 7, Block 3 of the plat of "Stewart Park", Assessor Map 1S 2E 7DD;



283. Thence southerly along the east line of Lot 7, Block 3 of the plat of “Stewart Park” and it’s south prolongation to the centerline of the right-of-way of S.E. Boise Street, Assessor Map 1S 2E 7DD;
284. Thence easterly along the centerline of the right-of-way of S.E. Boise Street to the northerly prolongation of the east line of Lot 16, Block 2, of the plat of “Stewart Park”, Assessor Map 1S 2E 7DD;
285. Thence southerly along said northerly prolongation and the east line of Lot 16, Block 2 of the plat of “Stewart Park” to the southeast corner thereof, said southeast corner also being the northwest corner of Lot 3, Block 2 of the plat “Stewart Park”, Assessor Map 1S 2E 7DD;
286. Thence easterly along the north lines of Lots 3, 2, and 1, all within Block 2 of the plat of “Stewart Park” and their easterly prolongation to the intersection with the centerline of the right-of-way of S.E. 62nd Avenue, Assessor Map 1S 2E 7DD;
287. Thence southerly along the centerline of the right-of-way of S.E. 62nd Avenue to it’s intersection with westerly prolongation of the north line of Lot 4, Block 10 of the plat of “Laurelwood”, Assessor Map 1S 2E 7DD and Assessor Map 1S 2E 8CC;
288. Thence easterly along said westerly prolongation, the north line of Lot 4, Block 10 of the plat of “Laurelwood”, and it’s easterly prolongation to the west line of Lot 22, Block 10 of said plat of “Laurelwood”, Assessor Map 1S 2E 8CC;
289. Thence southerly along the west line of Lots 22 and 21, all within Block 10 of the plat of “Laurelwood” to the southwest corner of said Lot 21, Block 10, which is also to the northwest corner of Lot 20, Block 10 of the plat of “Laurelwood”, Assessor Map 1S 2E 8CC;
290. Thence easterly along the north line of Lot 20, Block 10 of the plat of “Laurelwood” and it’s easterly prolongation to a point on the centerline of the right-of-way of S.E. 63rd Avenue, Assessor Map 1S 2E 8CC;
291. Thence southerly along the centerline of the right-of-way of S.E. 63rd Avenue to a point on the westerly prolongation of the north line of Lot 8, Block 9 of the plat of “Laurelwood”, Assessor Map 1S 2E 8CC;





292. Thence easterly along said westerly prolongation and north line of Lot 8, Block 9 of the plat of "Laurelwood" and it's easterly prolongation to the west line of Lot 23, Block 9 plat of "Laurelwood", Assessor Map 1S 2E 8CC;
293. Thence southerly along the west lines of Lots 23 and 22, all within Block 9 of the plat of "Laurelwood" to the southwest corner of said Lot 22, Block 9, which is also the northwest corner of Lot 21, Block 9 of the plat of "Laurelwood, Assessor Map 1S 2E 8CC;
294. Thence easterly along said north line of Lot 21, Block 9 of the plat of "Laurelwood" to a point on the west right-of-way line of S.E. 64th Avenue, Assessor Map 1S 2E 8CC;
295. Thence southerly along the west right-of-way line of S.E. 64th Avenue to a point on the westerly prolongation of the north line of Lot 13, Block 8 of the plat of "Laurelwood", Assessor Map 1S 2E 8CC;
296. Thence easterly along said westerly prolongation and the north line of Lot 13, Block 8, plat of "Laurelwood" to the northeast corner thereof, Assessor Map 1S 2E 8CC;
297. Thence easterly across the alley to the northwest corner of Lot 18, Block 8, plat of "Laurelwood", Assessor Map 1S 2E 8CC;
298. Thence easterly along the north line of Lot 18, Block 8, plat of "Laurelwood" and it's easterly prolongation to the centerline of the right-of-way of S.E. 65th Avenue, Assessor Map 1S 2E 8CC;
299. Thence southerly along the centerline of the right-of-way of S.E. 65th Avenue to it's intersection with the centerline of the right-of-way of S.E. Holgate Boulevard, Assessor Map 1S 2E 8CC;
300. Thence easterly along the centerline of the right-of-way line of S.E. Holgate Boulevard to it's intersection with the centerline of the right-of-way line of S.E. 65th Avenue, Assessor Map 1S 2E 8CC and Assessor Map 1S 2E 17BB;
301. Thence southerly along the centerline of the right-of-way of S.E. 65th Avenue a point on the westerly prolongation of the south line of Lot 14, Block 8 of the plat of "Arleta Park No. 3", Assessor Map 1S 2E 17BB;



302. Thence easterly along said westerly prolongation and the south line of Lot 14, Block 8 of the plat of “Arleta Park No. 3” to the southeast corner thereof, Assessor Map 1S 2E 17BB;
303. Thence northerly along the east line of said Lot 14, Block 8 of the plat of “Arleta Park No. 3” to the westerly prolongation of the north line of Lot 7, Block 8 of the plat of “Arleta Park No. 3”, Assessor Map 1S 2E 17BB;
304. Thence easterly along said westerly prolongation and the north line of Lot 7, Block 8 of the plat of “Arleta Park No. 3” to a point on the west right-of-way line of S.E. 66th Avenue, Assessor Map 1S 2E 17BB;
305. Thence southerly along the west right-of-way line of S.E. 66th Avenue to the southeast corner of Lot 7, Block 8 of the plat of “Arleta Park No. 3”, Assessor Map 1S 2E 17BB;
306. Thence easterly along the easterly prolongation of the south line of Lot 7, Block 8 of the plat of “Arleta Park No. 3” to its intersection with the centerline of the right-of-way of S.E. 66th Avenue, Assessor Map 1S 2E 17BB;
307. Thence northerly along the centerline of the right-of-way of S.E. 66th Avenue to the westerly prolongation of the north line of Lot 10, Block 7 of the plat of “Arleta Park No. 3”, Assessor Map 1S 2E 17BB;
308. Thence easterly along said westerly prolongation, the north line of Lot 10, Block 7 of the plat of “Arleta Park No. 3”, and its easterly prolongation to a point on the centerline of the right-of-way of S.E. 67th Avenue, Assessor Map 1S 2E 17BB;
309. Thence southeasterly to the northwest corner of Lot 9, Block 11 of the plat of “Supplemental Plat of Kern Park”, said northwest corner being on the east right-of-way line of S.E. 67th Avenue, Assessor Map 1S 2E 17BA;
310. Thence easterly along the north line of Lot 9, Block 11 of the plat of “Supplemental Plat of Kern Park” to the northeast corner thereof, Assessor Map 1S 2E 17BA;
311. Thence southerly along the east lines of Lots 9 and 8, all within Block 11 of the plat of “Supplement Plat of Kern Park” to the southeast corner of said Lot 8,





- Block 11, said southeast corner being on the north right-of-way line of S.E. Pardee Street;
312. Thence southwesterly across the right-of-way of S.E. Pardee Street to the northeast corner of that property per Document No. 2007-0011646, recorded January 22, 2007, said northeast corner being on the south right-of-way line of S.E. Pardee Street, Assessor Map 1S 2E 17BA;
  313. Thence southerly along the east line of said Document No. 2007-0011646 property to the southeast corner thereof, said southeast corner being on the south line of Lot 13, Block 12 of the plat of "Supplemental Plat of Kern Park", Assessor Map 1S 2E 17BA;
  314. Thence easterly along the south line of Lot 13, Block 12 of the plat of "Supplemental Plat of Kern Park" to the northeast corner of that property per Document No. 2001-0077050, recorded May 25, 2001, Assessor Map 1S 2E 17BA;
  315. Thence southerly along the east line of said Document No. 2001-0077050 property and its southerly prolongation to a point on the north line of Lot 11, Block 12 of the plat of "Supplemental Plat of Kern Park", Assessor Map 1S 2E 17BA;
  316. Thence easterly along the north lines of Lot 11 and Lots 1 through 7, all within Block 12 of the plat of "Supplemental Plat of Kern Park" and their easterly prolongation to the intersection with the centerline of the right-of-way of S.E. 69th Avenue, Assessor Map 1S 2E 17BA;
  317. Thence southerly along the centerline of the right-of-way of S.E. 69th Avenue to its intersection with the centerline of the right-of-way of S.E. Long Street, Assessor Map 1S 2E 17BA;
  318. Thence easterly along the centerline of the right-of-way of S.E. Long Street and its easterly prolongation to a point on the west line of Lot 11, Block 10 of the plat of "Firland", Assessor Map 1S 2E 17BA;
  319. Thence southerly along the west lines of Lots 11, 12, and 13, all within Block 10 of the plat of "Firland" to the southwest corner of said Lot 13, Block 10, which is also at the northwest corner of Lot 14, Block 10 of the plat of "Firland", Assessor Map 1S 2E 17BA;



320. Thence easterly along the north line of Lot 14, Block 10 of the plat of "Firland" and its easterly prolongation to its intersection with the centerline of the right-of-way of S.E. 70th Avenue, Assessor Map 1S 2E 17BA;
321. Thence southerly along the centerline of the right-of-way of S.E. 70th Avenue to a point on the westerly prolongation of the south line of Lot 13, Block 8 of the plat of "Firland", Assessor Map 1S 2E 17BA;
322. Thence easterly along said westerly prolongation, the south lines of Lots 13 and 3, Block 8 of the plat of "Firland", and their easterly prolongation to the intersection with the centerline of the right-of-way of S.E. 71st Avenue, Assessor Map 1S 2E 17BA;
323. Thence southerly along the centerline of the right-of-way of S.E. 71st Avenue to a point on the westerly prolongation of the north line of Lot 16, Block 7 of the plat of "Firland", Assessor Map 1S 2E 17BA;
324. Thence easterly along said westerly prolongation and north line of Lot 16, Block 7 of the plat of "Firland" to the northeast corner thereof, Assessor Map 1S 2E 17BA;
325. Thence southerly along the east line of Lot 16, Block 7 of the plat of "Firland" to the southeast corner thereof, also being the northwest corner of Lot 7, Block 7 said plat of "Firland", Assessor Map 1S 2E 17BA;
326. Thence easterly along the north line of Lot 7, Block 7 of said plat of "Firland" and its easterly prolongation to the intersection with the centerline of the right-of-way of S.E. 72nd Avenue, which is platted as West Firland Avenue on the plat of "Firland", Assessor Map 1S 2E 17BA;
327. Thence southerly along the centerline of the right-of-way line of S.E. 72nd Avenue, which is platted as West Firland Avenue in the plat of "Firland" to its intersection with the north right-of-way line of S.E. Foster Road, Assessor Map 1S 2E 17AB and Assessor Map 1S 2E 17BA;
328. Thence easterly along said north right-of-way line of S.E. Foster Road to a point on the centerline of the right-of-way line of S.E. 72nd Avenue, which is platted as East Firland Avenue in the plat of "Firland", Assessor Map 1S 2E 17BA;





329. Thence northerly along the centerline of the right-of-way line of S.E. 72nd Avenue, which is platted as East Firland Avenue in the plat of "Firland" to the westerly prolongation of the north line of Lot 14, Block 4 of the plat of "Firland", Assessor Map 1S 2E 17AB;
330. Thence easterly along said westerly prolongation, the north lines of Lots 14 and 11, all within Block 4 of the plat of "Firland", and their easterly prolongation to the centerline of the right-of-way of S.E. 73rd Avenue, Assessor Map 1S 2E 17AB;
331. Thence southerly along said centerline of the right-of-way of S.E. 73rd Avenue to a point on the centerline of the right-of-way of S.E. Raymond Street, Assessor Map 1S 2E 17AB;
332. Thence easterly along the centerline of the right-of-way of S.E. Raymond Street to the centerline of the right-of-way of S.E. 75th Avenue, Assessor Map 1S 2E 17AB and Assessor Map 1S 2E 17AC;
333. Thence southerly along said centerline of the right-of-way of S.E. 75th Avenue to a point on the westerly prolongation of the north line of Lot 4, Block 3 of the plat of "Edgecombe, Blocks 2 and 3", Assessor Map 1S 2E 17AC;
334. Thence easterly along said westerly prolongation and the north line of Lot 4, Block 3 of the plat of "Edgecombe, Blocks 2 and 3" to the northeast corner thereof, Assessor Map 1S 2E 17AC;
335. Thence southerly along the east line of Lot 4, Block 3 of the plat of "Edgecombe, Blocks 2 and 3" to the northwest corner of Lot 9, Block 3 of the plat of "Edgecombe, Blocks 2 and 3", Assessor Map 1S 2E 17AC;
336. Thence easterly along the north line of Lot 9, Block 3 of the plat of "Edgecombe, Blocks 2 and 3" to a point on the west right-of-way line of S.E. 76th Avenue, Assessor Map 1S 2E 17AC;
337. Thence southerly along the west right-of-way line of S.E. 76th Avenue to a point on the westerly prolongation of the north line of that property per Document No. 2007-101105, recorded June 6, 2007 (Tax Lot 2000), Assessor Map 1S 2E 17AC;



338. Thence easterly along said westerly prolongation and north line of said property per Document No. 2007-101105 (Tax Lot 2000) to a point on the west line of Lot 7, Block 3 of the plat of "Chicago Centre", Assessor Map 1S 2E 17AC;
339. Thence southerly along the west line of Lots 7 through 10, Block 3 of the plat of "Chicago Centre" to the northwest corner of Lot 11, Block 3 of the plat of "Chicago Centre", Assessor Map 1S 2E 17AC;
340. Thence easterly along the north line of Lot 11, Block 3 of the plat of "Chicago Centre" and it's easterly prolongation to a point on the centerline of the right-of-way of S.E. 77th Avenue, Assessor Map 1S 2E 17AC;
341. Thence southerly along said centerline of the right-of-way of S.E. 77th Avenue to it's intersection with the centerline of the right-of-way of S.E. Mitchell Street, Assessor Map 1S 2E 17AC;
342. Thence easterly along the centerline of the right-of-way of S.E. Mitchell Street to it's intersection with the centerline of the right-of-way of S.E. 78th Avenue, Assessor Map 1S 2E 17AC and Assessor Map 1S 2E 17AD;
343. Thence southerly along said centerline of the right-of-way of S.E. 78th Avenue to a point on the westerly prolongation of the north line of Lot 5, Block 5 of the plat of "Chicago Centre", Assessor Map 1S 2E 17AD;
344. Thence easterly along said westerly prolongation and north line of Lot 5, Block 5 of the plat of "Chicago Centre" to the northeast corner thereof, Assessor Map 1S 2E 17AD;
345. Thence southerly along the east lines of Lots 5 through 8, all within Block 5 of the plat of "Chicago Centre" to the southwest corner of that property per Book 2131 Page 234, recorded August 23, 1988, Assessor Map 1S 2E 17AD;
346. Thence easterly along the south line of said property per Book 2131 Page 234 to a point on the west line of Lot 5, Block 5 of the plat of "Rosemary Park", Assessor Map 1S 2E 17AD;
347. Thence southerly along the west line of Lot 5, Block 5 of the plat of "Rosemary Park" to the southwest corner thereof, Assessor Map 1S 2E 17AD;





348. Thence easterly along the south line of said Lot 5, Block 5 of the plat of “Rosemary Park” to a point on the west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 17AD;
349. Thence northerly along said west right-of-way line of S.E. 79th Avenue to a point on the south right-of-way line of S.E. Raymond Street, Assessor Map 1S 2E 17AD;
350. Thence northeasterly to a point at the intersection of the west right-of-way line of S.E. 79th Avenue and the north right-of-way line of S.E. Raymond Street, Assessor Map 1S 2E 17AA and 1S 2E 17AD;
351. Thence westerly along said north right-of-way line of S.E. Raymond Street, to a point on the east right-of-way line of S.E. 77th Avenue, Assessor Map 1S 2E 17AA;
352. Thence northerly along said east right-of-way line of S.E. 77th Avenue, to a point on the south right-of-way line of S.E. Long Street, Assessor Map 1S 2E 17AA and Assessor Map 1S 2E 17AB;
353. Thence easterly along said south right-of-way line of S.E. Long Street to the northeast corner of that property per Document No. 2007-191384, recorded November 2, 2007 (Tax Lot 5000), Assessor Map 1S 2E 17AA and Assessor Map 1S 2E 17AB;
354. Thence southerly along the east line of said property per Document No. 2007-191384 (Tax Lot 5000) to the southeast corner thereof, said southeast corner being on the south line of the plat of “Pembroke”, Assessor Map 1S 2E 17AA;
355. Thence easterly along the south line of the plat of “Pembroke” to the southwest corner of that property per Document No. 2006-070966, recorded April 19, 2006 (Tax Lot 5500), Assessor Map 1S 2E 17AA;
356. Thence northerly along the west line of said property per Document No. 2006-070966 (Tax Lot 5500) to the northwest corner thereof, said northwest corner being on the south right-of-way line of S.E. Long Street, Assessor Map 1S 2E 17AA;
357. Thence easterly along said south right-of-way line of S.E. Long Street to a point on the west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 17AA;





358. Thence northerly along said west right-of-way line of S.E. 79th Avenue to a point on the south right-of-way line of S.E. Holgate Boulevard, Assessor Map 1S 2E 17AA;
359. Thence westerly along said south right-of-way line of S.E. Holgate Boulevard to a point on the southerly prolongation of the west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 17AA;
360. Thence northerly along said southerly prolongation and the west right-of-way line of S.E. 79th Avenue and its northerly prolongation to a point on the north right-of-way line of S.E. Powell Boulevard, said point being the POINT OF BEGINNING, Assessor Map 1S 2E 8DA.

EXCEPTING THEREFROM that tract of land situated in the southwest one-quarter of Section 14, Township 1 South, Range 2 East of the Willamette Meridian, City of Portland, County of Multnomah, State of Oregon, more particularly described as follows:

Commencing at the intersection of the northwest corner of Parcel II of Partition Plat No. 1991-028, said northwest corner being on the south right-of-way line of S.E. Ramona Street, Assessor Map 1S 2E 14CB:

361. Thence easterly along the south right-of-way line of S.E. Ramona Street to the northeast corner of Parcel I of Partition Plat No. 1991-028, said northeast corner being on the west line of that property per Document No. 99-214280, recorded November 24, 1999 and referred to as Parcel 6 therein (portion of Tax Lot 13800), Assessor Map 1S 2E 14CB;
362. Thence southerly along the west line of said property per Document No. 99-214280 referred to as Parcel 6 therein (portion of Tax Lot 13800 and a portion of Tax Lot 1600), a portion of said west line also being along the east line of Partition Plat No. 1991-028 to the southwest corner of said Parcel 6, Assessor Map 1S 2E 14CB and Assessor Map 1S 2E 14CC;
363. Thence easterly along the south line of said property per Document No. 99-214280 referred to as Parcel 6 therein (portion of Tax Lot 1600) to the west line of said property per Document No. 99-214280 and referred to as Parcel 4 therein (portion of Tax Lot 1600), Assessor Map 1S 2E 14 CC;



364. Thence southerly along the west lines of said property per Document No. 99-214280 referred to as Parcel 4 therein and referred to as Parcel 7 therein (portion of Tax Lot 1600) to the northeast corner of that property per Document No. 2006-160310, recorded August 28, 2006 (Tax Lot 4700), Assessor Map 1S 2E 14 CC;
365. Thence westerly along the north line of said property per Document No. 2006-160310 (Tax Lot 4700) and the north lines of those properties per Document No. 2006-159267, recorded August 25, 2006 (Tax Lot 4600) and Document No. 2005-089541, recorded May 18, 2005 (Tax Lots 4300, 4400, and 4500) to a point on the east line that property per Document No. 2004-045399, recorded March 19, 2004 (Tax Lot 3900), Assessor Map 1S 2E 14CC;
366. Thence northerly along the east line of said property per Document No. 2004-045399 (Tax Lot 3900) to the northeast corner thereof, Assessor Map 1S 2E 14CC;
367. Thence westerly along the north line of said property per Document No. 2004-045399 (Tax Lot 3900) to the east right-of-way line of S.E. 122nd Avenue, Assessor Map 1S 2E 14CC
368. Thence northerly along said east right-of-way line of S.E. 122nd Avenue to the south line of that property per Document No. 2007-203358, recorded November 27, 2007 (Tax Lot 14100), Assessor Map 1S 2E 14CB and Assessor Map 1S 2E 14CC;
369. Thence easterly along the south line of said property per Document No. 2007-203358 (Tax Lot 14100) to the southeast corner thereof, said southeast corner also being the southwest corner of Partition Plat No. 1991-028, Assessor Map 1S 2E 14CB and Assessor Map 1S 2E 14CC;
370. Thence northerly along the east line of said property per Document No. 2007-203358 (Tax Lot 14100), which is also along the west line of Partition Plat No. 1991-028 to the point of commencement, Assessor Map 1S 2E 14CB and Assessor Map 1S 2E 14CC.

ALSO EXCEPTING THEREFROM the following SIX (6) described tracts along the U.S. Highway I-205 corridor:





Situated in the S.E. 1/4 of Section 9, the N.E. 1/4 and S.E. 1/4 of Section 16 and the N.E. 1/4 of Section 21, all within Township 1 South, Range 2 East of the Willamette Meridian, City of Portland, County of Multnomah, State of Oregon;

TRACT 1

Beginning at a point of intersection of a line that is 200.00 feet south of the centerline of S.E. Powell Boulevard with the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25, said east line being also the east right-of-way line of S.E. 97th Avenue as originally shown in the plat of "Skagway Heights, Blocks 4, 5, & 6 Inc.", Assessor Map 1S 2E 9 and Assessor Map 1S 2E 9DB:

371. Thence southerly along the east right-of-way line of U.S. Highway I-205, said east line being also the east right-of-way line of S.E. 97th Avenue as originally shown in the plat of "Skagway Heights, Blocks 4, 5, & 6 Inc." to the easterly prolongation of the south line of Lot 34, Block 5 of said plat, Assessor Map 1S 2E 9 and Assessor Map 1S 2E 9DB;
372. Thence westerly along the east right-of-way line of U.S. Highway I-205, said east line being also the south line of Lot 34, Block 5 as shown in the plat of "Skagway Heights, Blocks 4, 5, & 6 Inc." to Station 432+48.88, a distance of 233.24 feet left of centerline of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25, Assessor Map 1S 2E 9 and Assessor Map 1S 2E 9DB;
373. Thence southerly along the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25 to Station 442+86.75, a distance of 156.04 feet left of centerline as shown in said drawing to the north line of Lot 7, Block 2 as shown in the plat of "Skagway Heights", Assessor Map 1S 2E 9 and Assessor Map 1S 2E 9DB;
374. Thence westerly along the north line of Lot 7, Block 2 as shown in the plat of "Skagway Heights" to the northwest corner thereof, Assessor Map 1S 2E 9DC;
375. Thence southerly along the west line of Lot 7, Block 2 as shown in the plat of "Skagway Heights" to the southwest corner thereof, Assessor Map 1S 2E 9DC;
376. Thence easterly along the south line of Lot 7, Block 2 as shown in the plat of "Skagway Heights" to the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25, which is also the west line of the plat of "Leeh Estates", Assessor Map 1S 2E 9DC;



377. Thence southerly along the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25, which is also the west line of the plat of "Leeh Estates" to the southwest corner of said plat, Assessor Map 1S 2E 9DC;
378. Thence easterly along the south line of the plat of "Leeh Estates" to the northwest corner of the east, 68.5 feet of Lot 17, Block 2 as shown in the plat of "Skagway Heights", Assessor Map 1S 2E 9DC;
379. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also along the west line of the east, 68.5 feet of Lot 17, Block 2 as shown in the plat of "Skagway Heights" and along the west line of Lot 19, Block 2 as shown in said plat to the southwest corner of said Lot 19, Assessor Map 1S 2E 9DC;
380. Thence southerly along the east right-of-way line of U.S. Highway I-205 to the northwest corner of that property per Book 2786, Page 1798 (Tax Lot 2100), recorded November 19, 1993, Assessor Map 1S 2E 9DC;
381. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also along the west line of said Book 2786, Page 1798 property to the southwest corner of said property, Assessor Map 1S 2E 9DC;
382. Thence easterly along the south line of said Book 2786, Page 1798 property to the northwest corner of Lot 9, Block 1 as shown in the plat of "Elmo Heights", Assessor Map 1S 2E 9DC;
383. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also along the west line of Lot 9, Block 1 as shown in the plat of "Elmo Heights" to the north right-of-way line of S.E. Cora Street as shown in said plat, Assessor Map 1S 2E 9DC;
384. Thence westerly along the right-of-way of U.S. Highway I-205, which is also along the north right-of-way line of S.E. Cora Street as shown in the plat of "Elmo Heights" to the west right-of-way line of S.E. 96th Avenue as shown in said plat, Assessor Map 1S 2E 9DC;
385. Thence southerly along the east right-of-way of U.S. Highway I-205, which is also along the west right-of-way line of S.E. 96th Avenue as shown in the plat of "Elmo Heights" to a line that is 100.00 feet north of the centerline of S.E. Holgate Boulevard, Assessor Map 1S 2E 9DC;





386. Thence, leaving the east right-of-way line of U.S. Highway I-205, westerly along a line that is 100.00 feet north of the centerline of S.E. Holgate Boulevard to a point that bears South  $86^{\circ}35'20''$  East, a distance of 261.77 feet and North  $03^{\circ}24'40''$  East, a distance of 60.00 feet from the intersection of the north right-of-way line of S.E. Powell Boulevard with the west right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing No. 9B-1-25, Assessor Map 1S 2E 9DC;
387. Thence North  $05^{\circ}45'00''$  East, a distance of 1061.43 feet to a point of curvature, Assessor Map 1S 2E 9DC;
388. Thence along the arc of a 3,400.00 foot radius curve, concave westerly, through a central angle of  $08^{\circ}01'55''$ , the long chord of which bears North  $01^{\circ}44'03''$  East, a distance of 476.23 feet, an arc distance of 476.62 feet to a point of tangency, Assessor Map 1S 2E 9DB and Assessor Map 1S 2E 9DC;
389. Thence North  $02^{\circ}16'55''$  West, a distance of 276.78 feet, Assessor Map 1S 2E 9DB;
390. Thence North  $04^{\circ}33'50''$  West, a distance of 345.60 feet, Assessor Map 1S 2E 9DB;
391. Thence North  $06^{\circ}51'59''$  West, a distance of 259.29 feet, more or less to a point on a line that is 200.00 feet south of the centerline of S.E. Powell Boulevard, said point bearing South  $88^{\circ}16'15''$  East, a distance of 558.19 feet and South  $01^{\circ}43'45''$  West, a distance of 200.00 feet from the intersection of the centerline right-of-way of S.E. Powell Boulevard with the centerline of the portion S.E. 92nd Avenue that runs northerly of S.E. Powell Boulevard, Assessor Map 1S 2E 9DB;
392. Thence easterly along a line that is 200.00 feet south of the centerline of S.E. Powell Boulevard to the point of beginning, Assessor Map 1S 2E 9DB.

## TRACT 2

Beginning at a point of intersection of a line that is 100.00 feet south of the centerline of S.E. Holgate Boulevard with the east right-of-way line of U.S. Highway I-205, which is also the west right-of-way line of S.E. 96th Avenue as originally shown in the plat of "Cadwell's Addition", Assessor Map 1S 2E 16AB:





393. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also the west right-of-way line of S.E. 96th Avenue as shown in the plat of "Cadwell's Addition" to the south right-of-way line of S.E. Schiller Street as shown in said plat, Assessor Map 1S 2E 16AB;
394. Thence easterly along the south right-of-way line of S.E. 96th Avenue as shown in the plat of "Cadwell's Addition" to the right-of-way centerline of S.E. 96th Avenue as shown in said plat, Assessor Map 1S 2E 16AB;
395. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also along the right-of-way centerline S.E. 96th Avenue as shown in the plat of "Cadwell's Addition", said right-of-way of S.E. 96th Avenue now vacated, to the south line of said plat, Assessor Map 1S 2E 16 and Assessor Map 1S 2E 16AB;
396. Thence easterly along the south line of the plat of "Cadwell's Addition" to the northwest corner of Lot "C" as shown in the plat of "School Park", Assessor Map 1S 2E 16, Assessor Map 1S 2E 16AB, and Assessor Map 1S 2E 16AC;
397. Thence southerly along the west line of Lot "C" as shown in the plat of "School Park" to a point that is 50.00 feet north of the southwest corner of said Lot "C", said southwest corner being on the centerline of the right-of-way shown in said plat, Assessor Map 1S 2E 16 and Assessor Map 1S 2E 16AC;
398. Thence North  $86^{\circ}36'00''$  West, a distance of 362.86 feet, Assessor Map 1S 2E 16AC;
399. Thence North  $00^{\circ}27'40''$  West, a distance of 526.16 feet to a point of curvature, Assessor Map 1S 2E 16AC;
400. Thence along the arc of a 12500.00 foot radius curve, concave easterly, through a central angle of  $04^{\circ}53'00''$ , the long chord of which bears North  $01^{\circ}54'10''$  East, a distance of 1065.08 feet, an arc distance of 1065.41 feet to a point of tangency, Assessor Map 1S 2E 16AB and Assessor Map 1S 2E 16AC;
401. Thence North  $05^{\circ}20'40''$  East, a distance of 272.82 feet, more or less to a point on a line that is 100.00 feet south of the centerline of S.E. Holgate Boulevard, said point bearing South  $86^{\circ}35'20''$  East, a distance of 206.96 feet and South  $03^{\circ}24'40''$  West, a distance of 60.00 feet from the intersection of the south right-



of-way of S.E. Holgate Boulevard with the west right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 16AB;

402. Thence easterly along a line that is 100.00 feet south of the centerline of S.E. Holgate Boulevard to the point of beginning, Assessor Map 1S 2E 16AB.

#### TRACT 3

Beginning at a point on the east right-of-way line of U.S. Highway I-205, which is also the west right-of-way line of S.E. 96th Avenue, said point of beginning bearing South 03°24'00" West, a distance of 50.00 feet and South 86°36'00" East, a distance of 61.25 feet from the southwest corner of Lot "C" as shown in the plat of "School Park", said southwest corner being on the centerline of the right-of-way shown in said plat, Assessor Map 1S 2E 16AC:

403. Thence southerly along the east right-of-way line of U.S. Highway I-205, which is also the west right-of-way line of S.E. 96th Avenue to a line that is 100.00 feet north of the centerline of S.E. Harold Street, Assessor Map 1S 2E 16AC;
404. Thence westerly along a line that is 100.00 feet north of the centerline of S.E. Harold Street to a point that bears South 86°27'32" East, a distance of 92.18 feet and North 03°32'28" East, a distance of 70.00 feet from the intersection of the north right-of-way line of S.E. Harold Street with the west right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 16AC;
405. Thence North 03°03'50" East, a distance of 474.17 feet, Assessor Map 1S 2E 16AC;
406. Thence South 86°36'00" East, a distance of 420.71 feet to the point of beginning, Assessor Map 1S 2E 16AC.

#### TRACT 4

Beginning at a point of intersection of a line that is 100.00 feet south of the centerline of S.E. Harold Street with the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing 9B-1-25, Assessor Map 1S 2E 16DB:

407. Thence southerly along the east right-of-way line of U.S. Highway I-205 as shown in ODOT Drawing 9B-1-25 to the north right-of-way line of S.E. Knight Street as shown in the plat of "Clemson Addition", Assessor Map 1S 2E 16DB;





408. Thence southeasterly to the intersection of a line that is 25.00 feet south of the north right-of-way line of S.E. Knight Street as shown in the plat of "Clemson Addition" with the west right-of-way line of an unnamed street that runs southerly from S.E. Knight Street to S.E. Yukon Street, Assessor Map 1S 2E 16DB;
409. Thence southerly along the west right-of-way line of an unnamed street that runs southerly from S.E. Knight Street to S.E. Yukon Street to a line that is 200.00 feet northerly of the centerline of S.E. Foster Road, Assessor Map 1S 2E 16DB;
410. Thence westerly along a line that is 200.00 feet northerly of the centerline of S.E. Foster Road to a point that bears South  $67^{\circ}13'34''$  East, a distance of 66.56 feet and North  $22^{\circ}46'26''$  East, a distance of 166.00 feet from the intersection of the north right-of-way line of S.E. Foster Road, said right-of-way line being 34.00 feet from the centerline thereof, with the west right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 16DB;
411. Thence North  $09^{\circ}01'08''$  East, a distance of 391.27 feet, Assessor Map 1S 2E 16DB;
412. Thence North  $03^{\circ}30'20''$  East, a distance of 546.46 feet to a line that is 100.00 feet south of the centerline of S.E. Harold Street to a point that bears South  $86^{\circ}27'32''$  East, a distance of 88.09 feet and South  $03^{\circ}32'28''$  West, a distance of 70.00 feet from the intersection of the south right-of-way line of S.E. Harold Street with the west right-of-way line of U.S. Highway I-205, Assessor Map 1S 2E 16DB;
413. Thence easterly along a line that is 100.00 feet south of the centerline of S.E. Harold Street to the point of beginning, Assessor Map 1S 2E 16DB.

#### TRACT 5

Beginning at a point on a line that is 200.00 feet southerly from the centerline of S.E. Woodstock Boulevard, said point of beginning bearing North  $68^{\circ}14'41''$  West, a distance of 136.00 feet and South  $21^{\circ}45'19''$  West, a distance of 16.15 feet from the northwest corner of Lot 1 as shown in the plat of "Mount Scott Acres", Assessor Map 1S 2E 16DC:

414. Thence South  $15^{\circ}41'17''$  East, a distance of 45.32 feet, Assessor Map 1S 2E 16DC;



415. Thence South  $07^{\circ}17'48''$  West, a distance of 631.15 feet, Assessor Map 1S 2E 16DC and Assessor Map 1S 2E 21AB;
416. Thence South  $06^{\circ}40'40''$  West, a distance of 528.05 feet, Assessor Map 1S 2E 21AB;
417. Thence South  $00^{\circ}38'26''$  West, a distance of 293.93 feet, more or less, to a point on a line that is 150.00 feet northerly of the centerline of the Springwater Corridor, said point bearing South  $50^{\circ}35'13''$  West, a distance of 332.20 feet and North  $39^{\circ}24'47''$  West, a distance of 100.00 feet from the most easterly corner of Lot 5 as shown in the plat of "Mount Scott Acres, Amended Plat of Lots 10, 11, 12, 13, 14, 15, 16, 17, 23 and A" , Assessor Map 1S 2E 21AB;
418. Thence South  $50^{\circ}35'13''$  West, along a line that is 150.00 feet northerly from the centerline of the Springwater Corridor, a distance of 247.76 feet, Assessor Map 1S 2E 21AB;
419. Thence North  $02^{\circ}24'38''$  West, a distance of 1,102.39 feet, Assessor Map 1S 2E 21AB;
420. Thence North  $07^{\circ}18'40''$  West, a distance of 255.66 feet, Assessor Map 1S 2E 16DC;
421. Thence North  $09^{\circ}25'57''$  West, a distance of 489.58 feet, more or less to a line that is 200.00 feet southerly from the centerline of S.E. Woodstock Boulevard, Assessor Map 1S 2E 16DC;
422. Thence South  $68^{\circ}14'41''$  East, along a line that is 200.00 feet southerly from the centerline of S.E. Woodstock Boulevard, a distance of 520.20 feet to the point of beginning.

#### TRACT 6

Beginning at a point on a line that is 150.00 feet southerly of the centerline of the Springwater Corridor, said point bearing South  $50^{\circ}35'13''$  West, a distance of 567.89 feet and South  $39^{\circ}24'47''$  East, a distance of 200.00 feet from the most easterly corner of Lot 5 as shown in the plat of "Mount Scott Acres, Amended Plat of Lots 10, 11, 12, 13, 14, 15, 16, 17, 23 and A" , Assessor Map 1S 2E 21AB and Assessor Map 1S 2E 21AC;





- 423. Thence South  $00^{\circ}05'12''$  West, a distance of 416.97 feet to a point of curvature, Assessor Map 1S 2E 21AC;
- 424. Thence along the arc of a 5,205.00 foot radius curve, concave westerly, through a central angle of  $08^{\circ}14'41''$ , the long chord of which bears South  $02^{\circ}12'32''$  West, a distance of 748.34 feet, an arc distance of 748.99 feet, Assessor Map 1S 2E 21AC;
- 425. Thence North  $85^{\circ}28'50''$  West, non-tangent to the last described course, a distance 205.47 feet to a point of non-tangent curvature, the radial center of which bears North  $81^{\circ}30'44''$  West, Assessor Map 1S 2E 21AC;
- 426. Thence along the arc of a 5,000.00 foot radius curve, concave westerly, through a central angle of  $08^{\circ}24'05''$ , the long chord of which bears North  $04^{\circ}17'14''$  East, a distance of 733.15 feet, an arc distance of 732.49 feet to a point of tangency, Assessor Map 1S 2E 21AC;
- 427. Thence North  $00^{\circ}05'12''$  East, a distance of 247.04 feet, more or less, to a line that is 150.00 feet southerly of the centerline of the Springwater Corridor, said point bearing South  $50^{\circ}35'13''$  West, a distance of 45.99 feet and South  $39^{\circ}24'47''$  East, a distance of 200.00 feet from the southeast corner of Lot 8 as shown in the plat of "Laurinville", Assessor Map 1S 2E 21AB and Assessor Map 1S 2E 21AC;
- 428. Thence North  $50^{\circ}35'13''$  East, along a line that is 150.00 feet southerly of the centerline of the Springwater Corridor, a distance of 265.67 feet to the point of beginning, Assessor Map 1S 2E 21AB and Assessor Map 1S 2E 21AC.



RENEWAL: DECEMBER 31, 2009



SHEET 2

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2,918 ACRES  
MAY 2, 2008

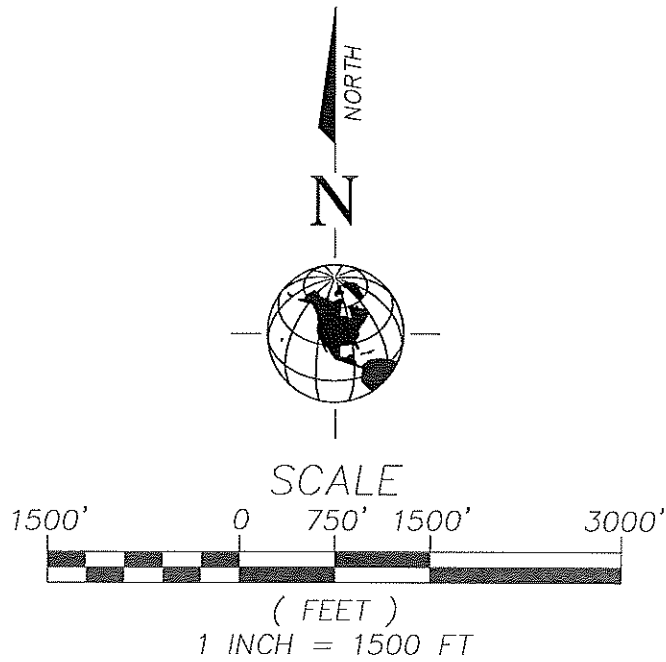
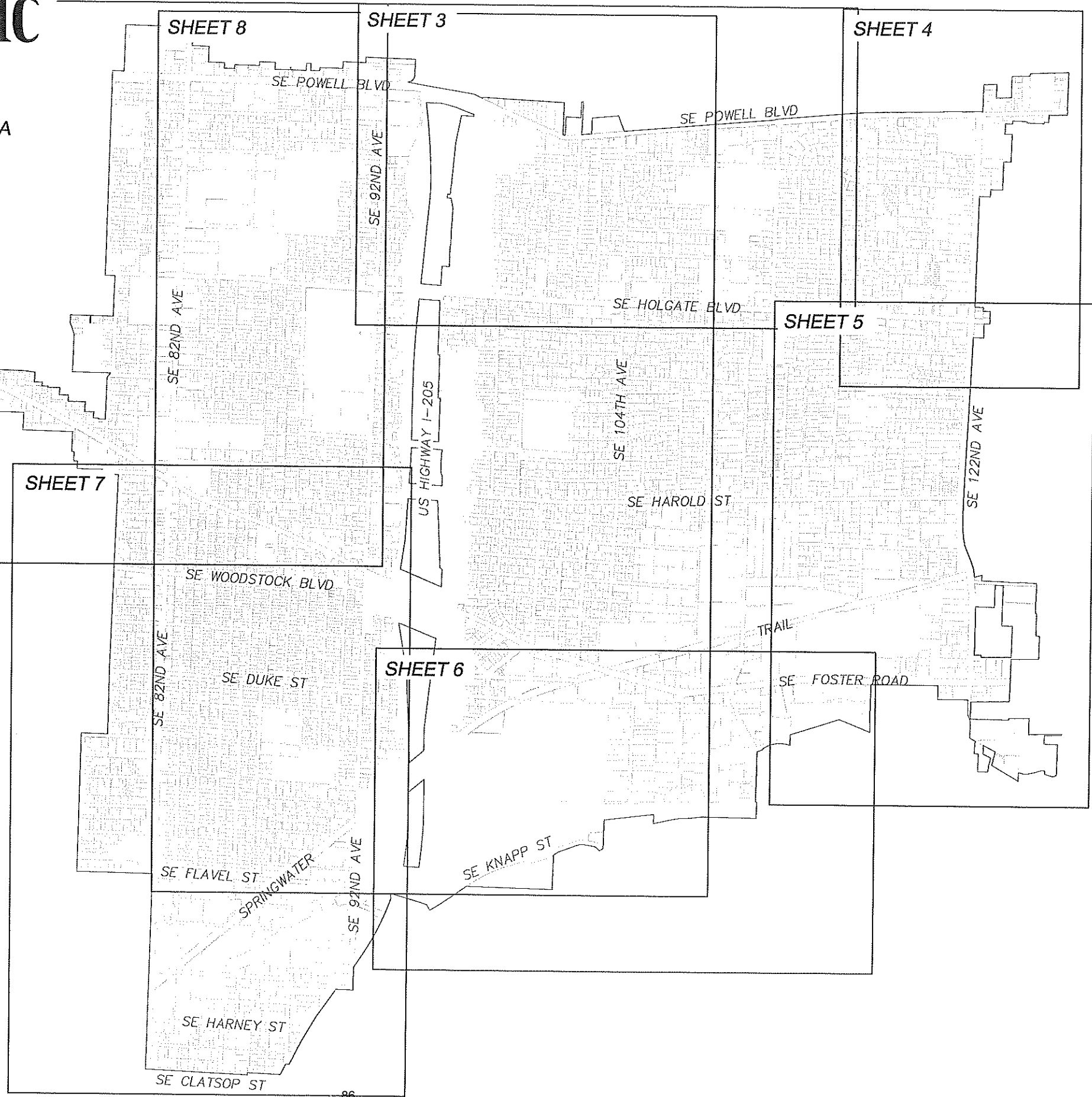
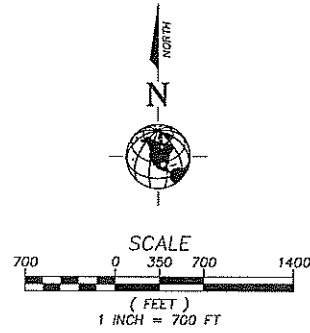
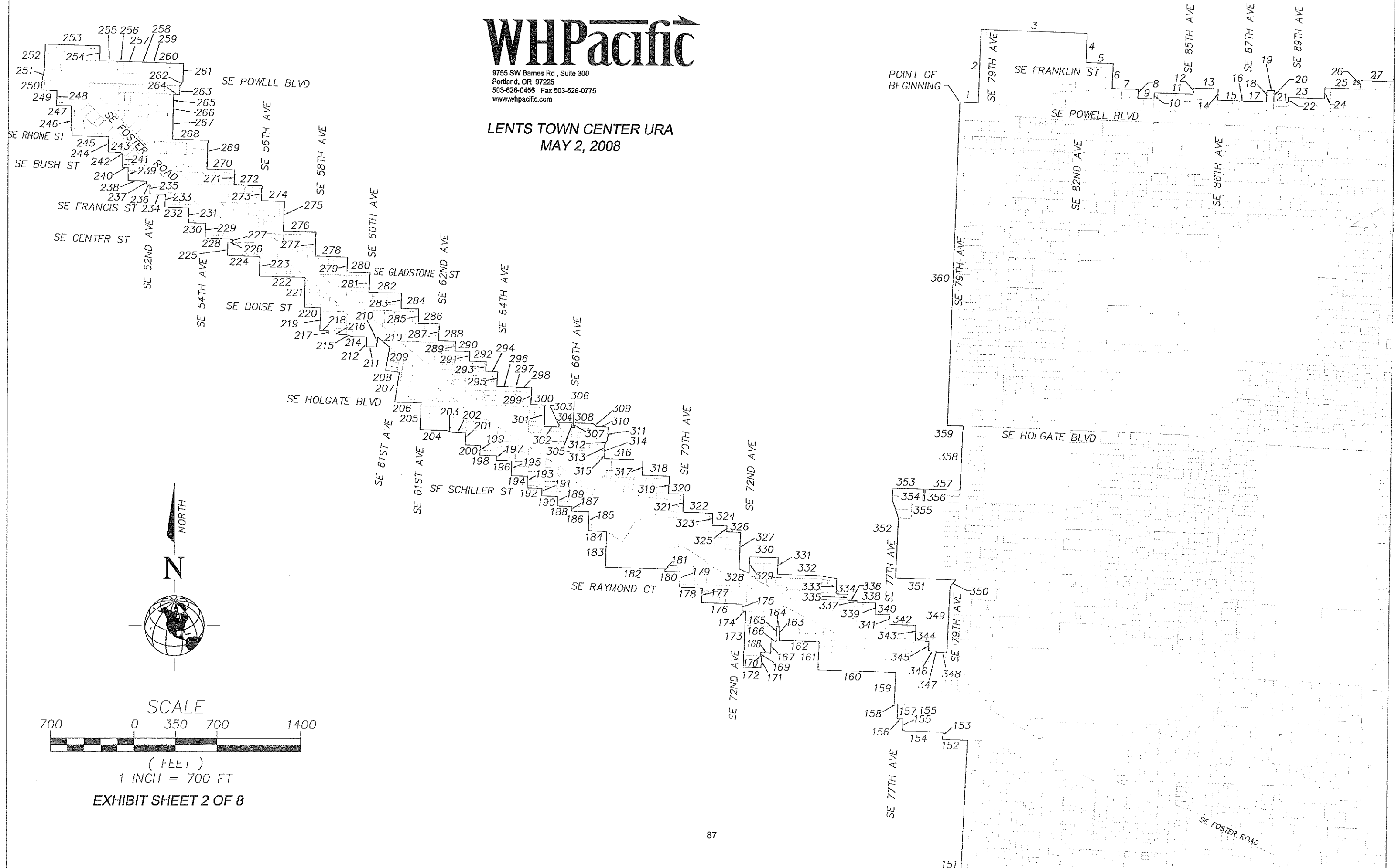


EXHIBIT INDEX PAGE  
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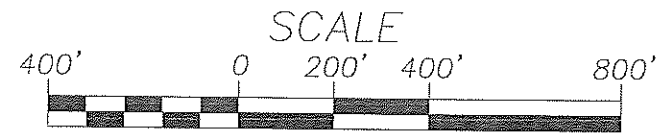
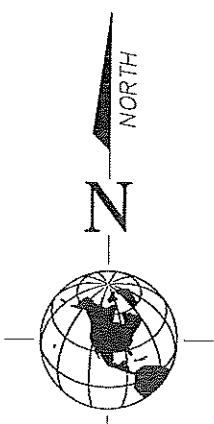
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( FEET )  
1 INCH = 400 FT

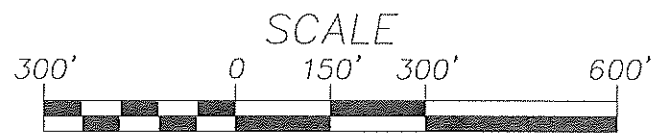
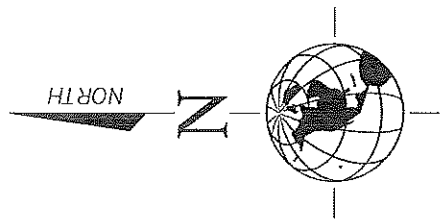
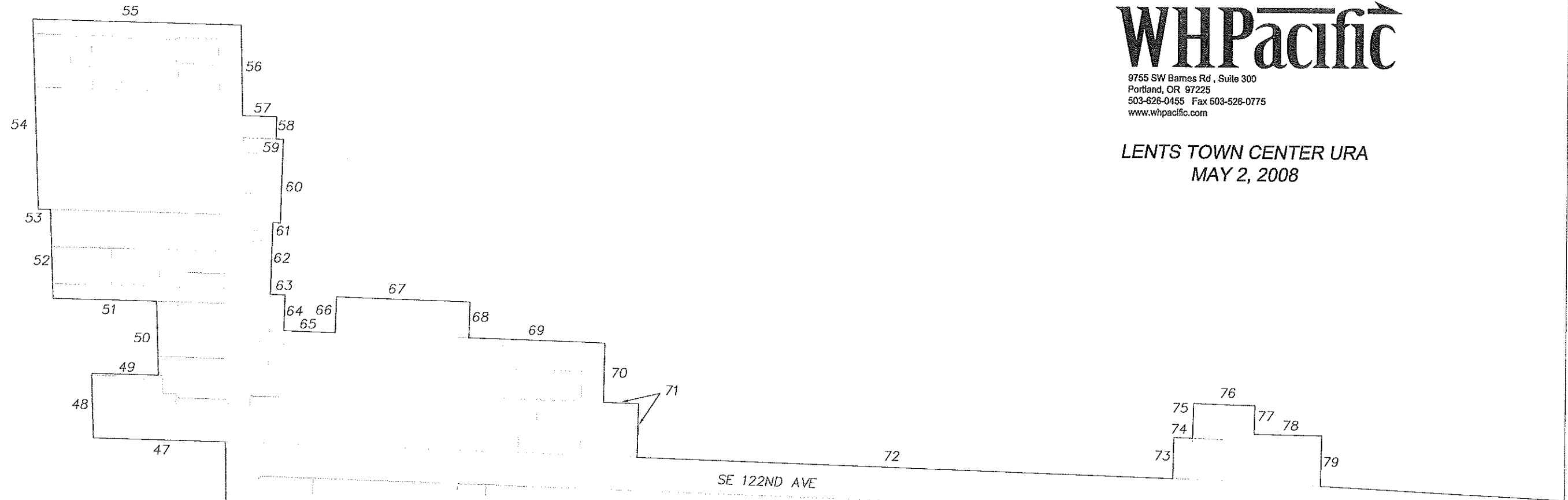
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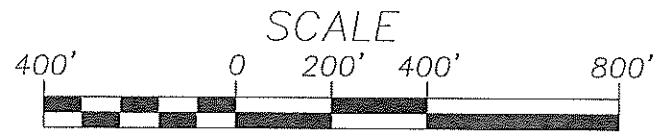
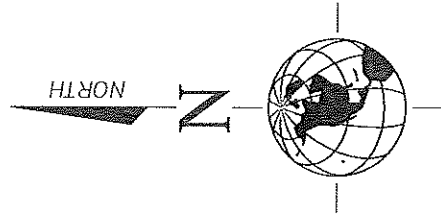


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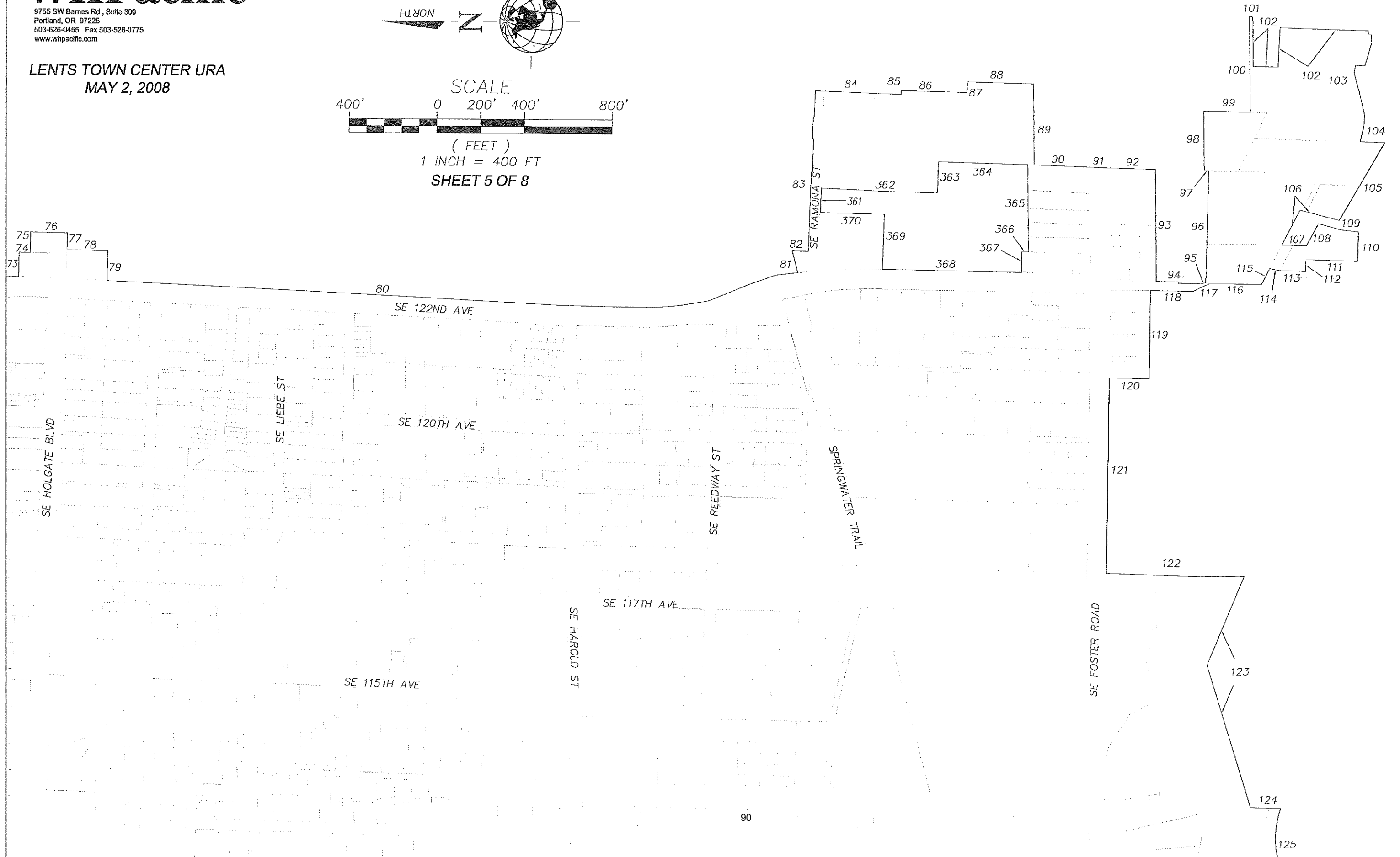


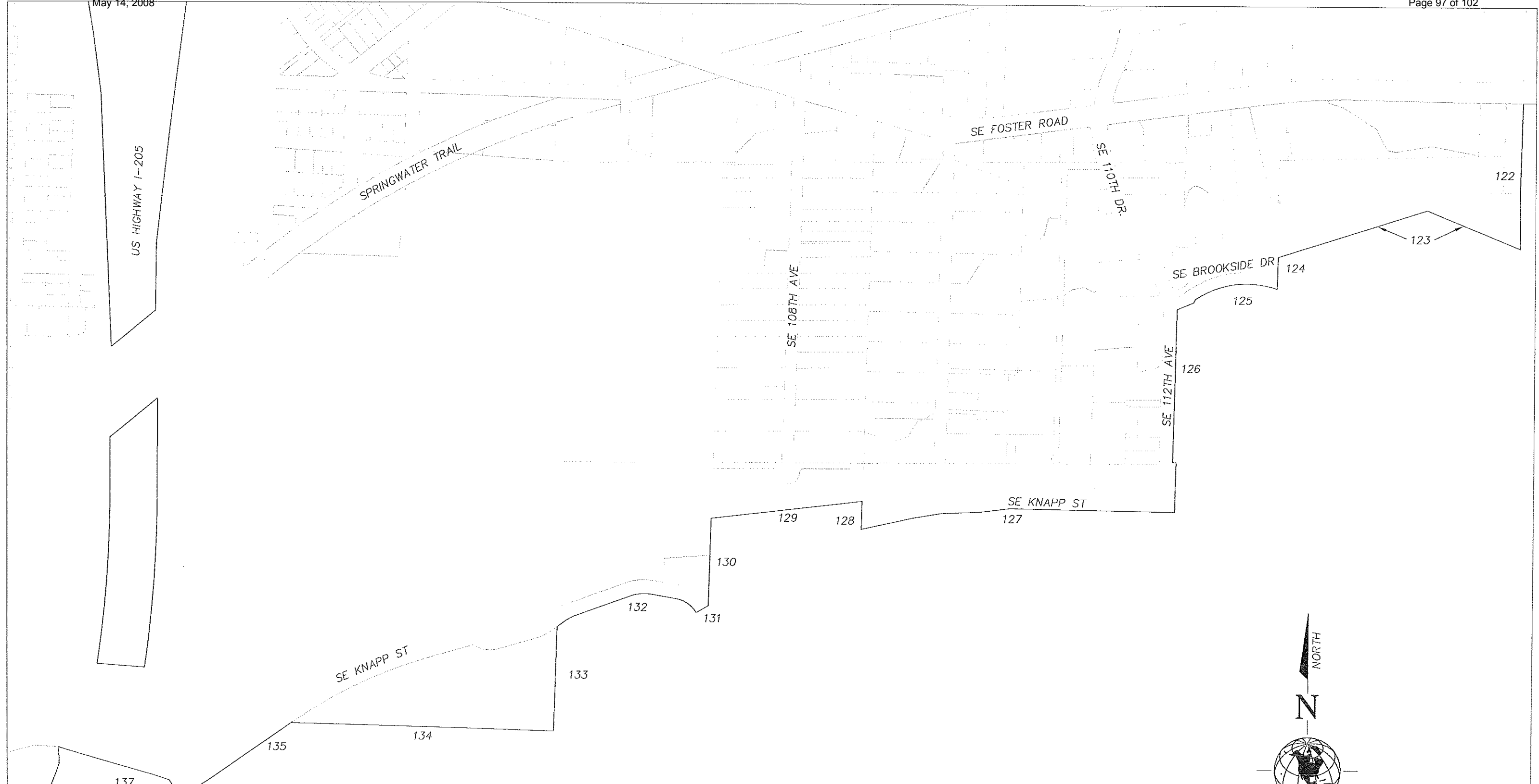
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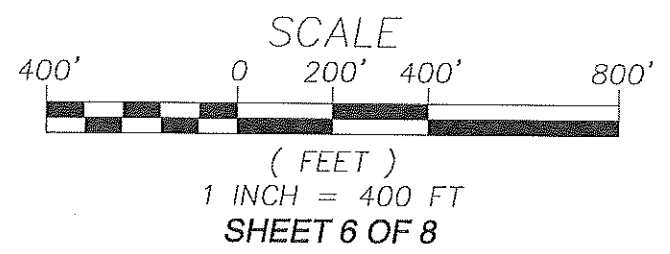
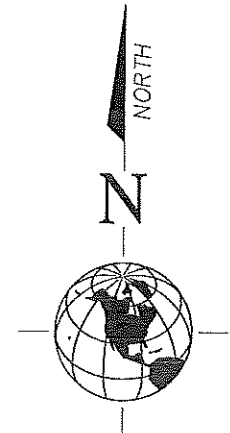


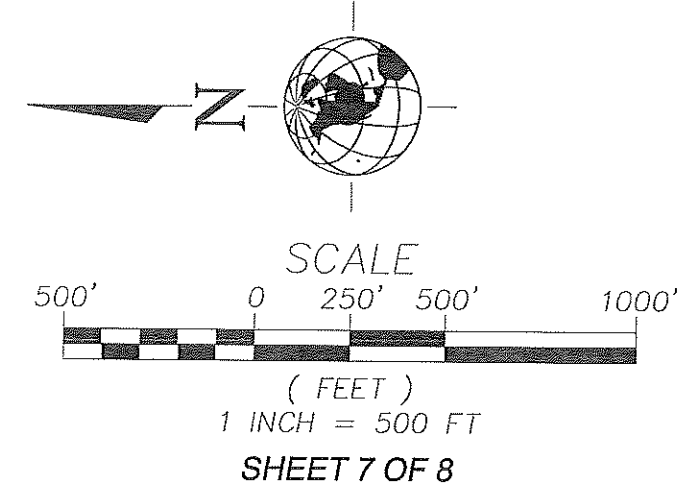


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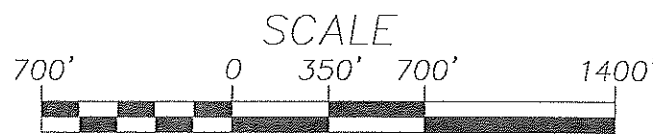
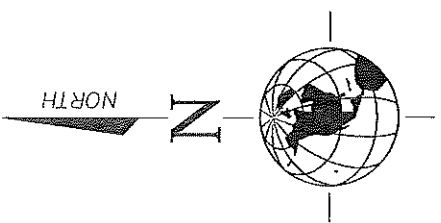
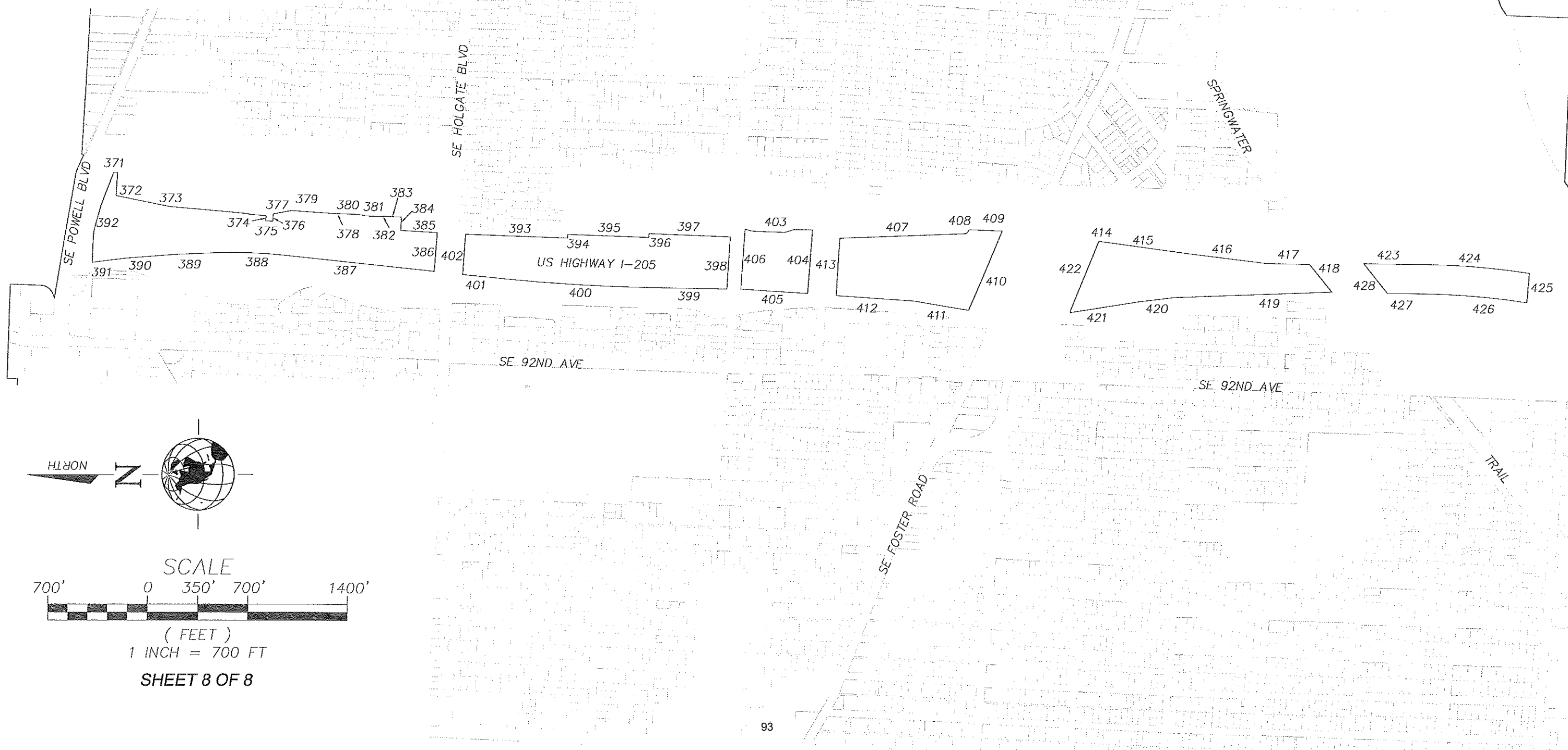
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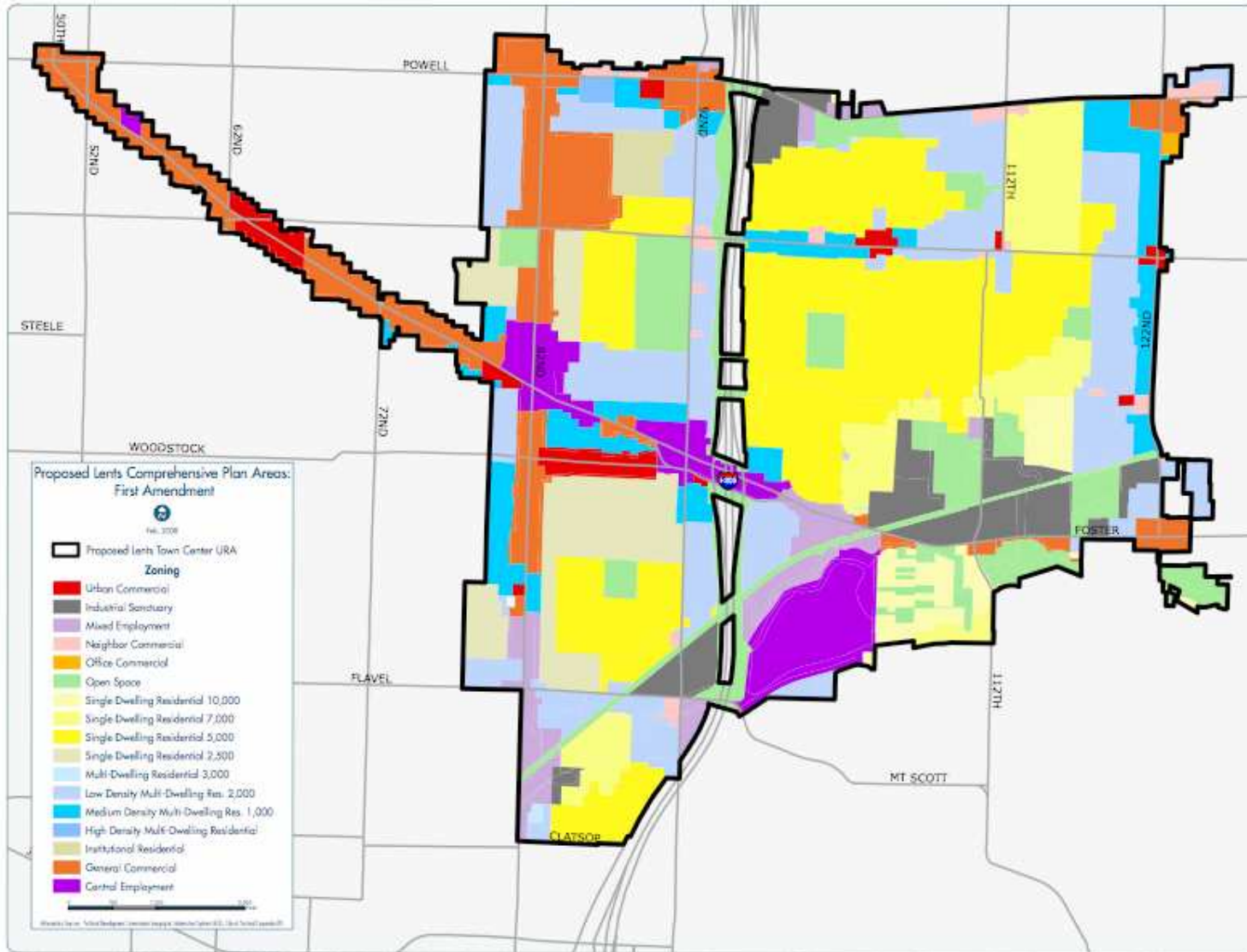
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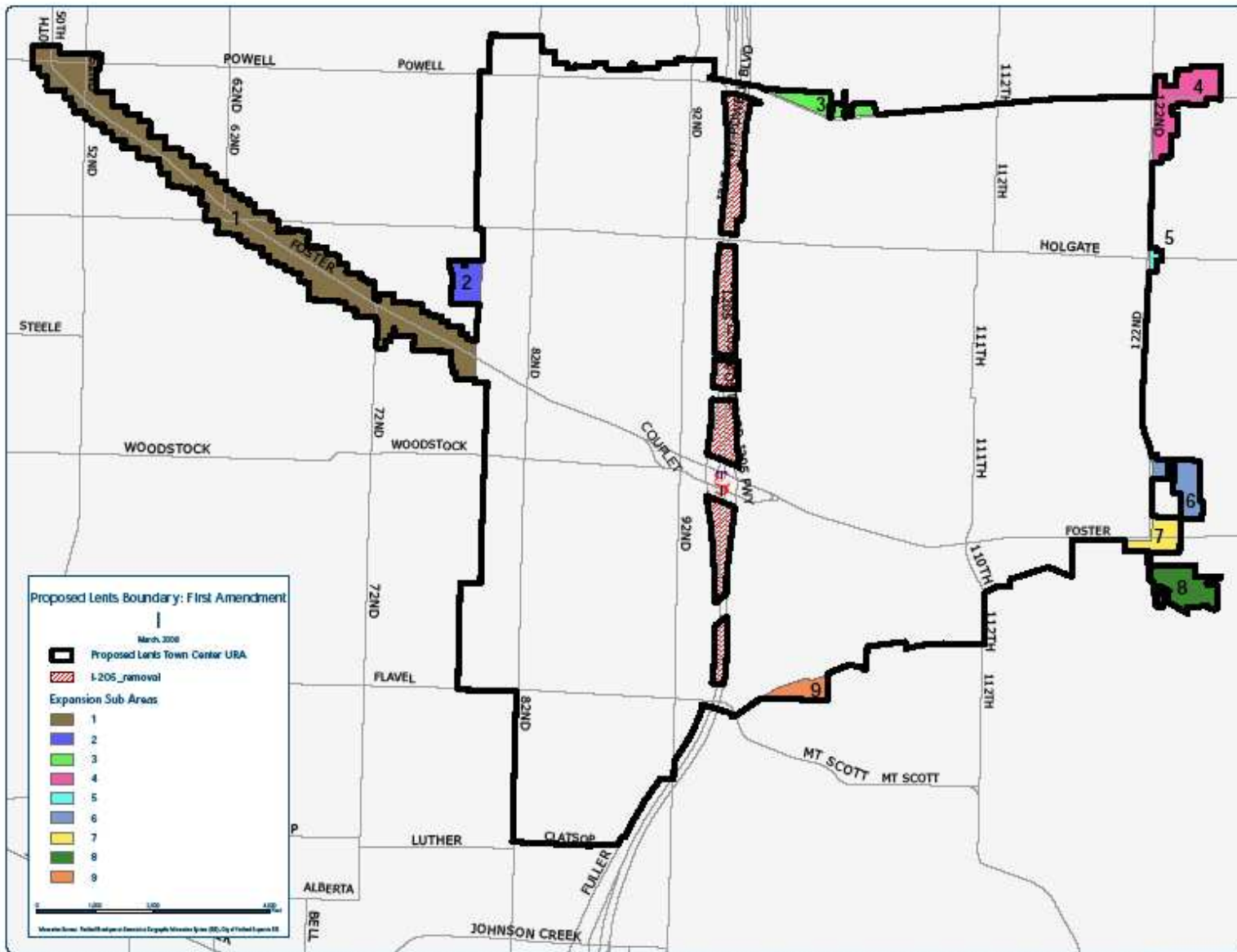
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SHEET 8 OF 8

**Exhibit B. Comprehensive Plan Map**

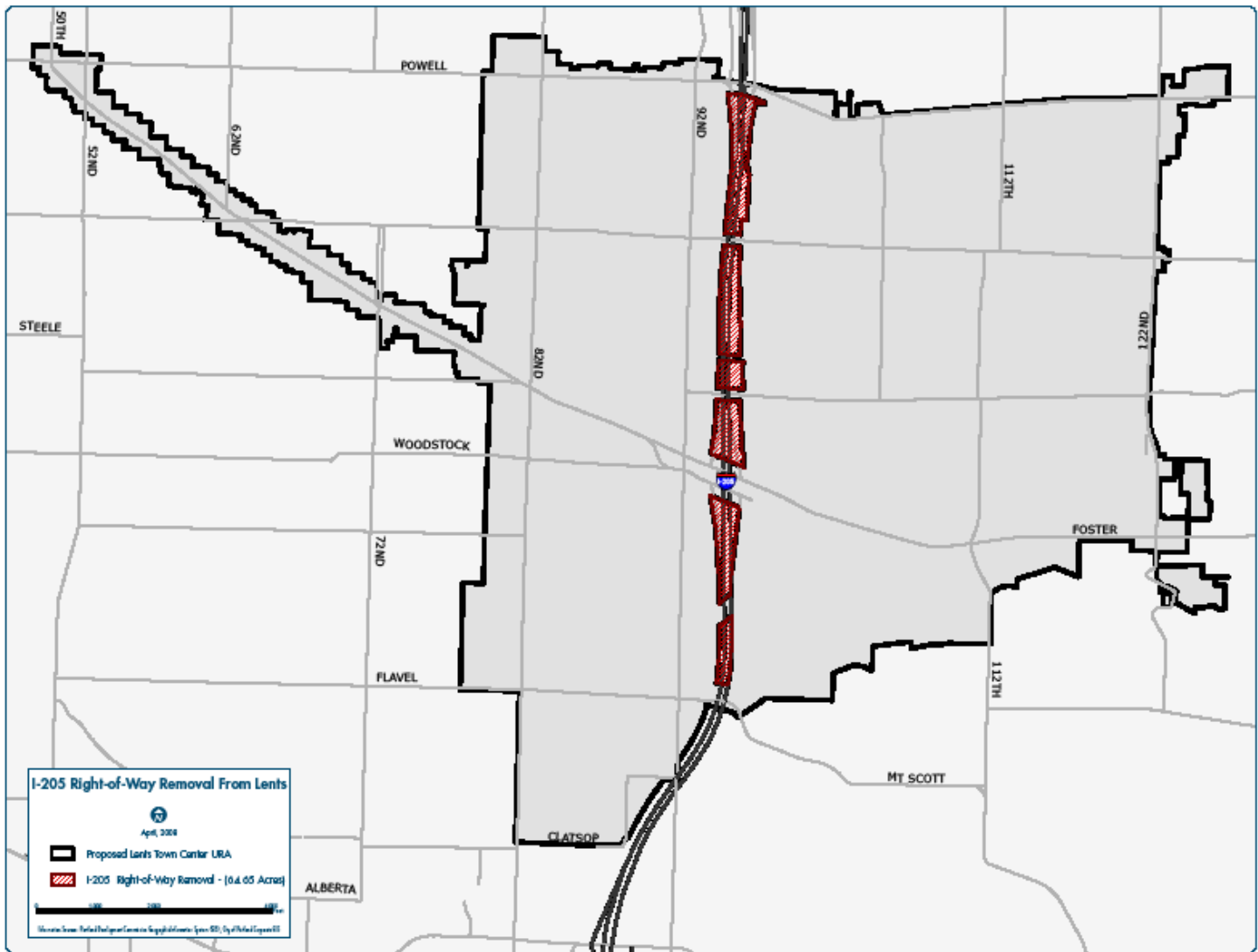


**Exhibit I. Expansion Areas**



The information on this map was prepared by the Technical Development Commission (TDC) staff. Being responsible staff has been made aware of the accuracy of their maps and associated data. However, no warranty is made and the TDC does not assume any responsibility for mistakes or omissions. This information is presented "as is" and all other warranties, either expressed or implied.

### Exhibit II. Deletion Areas



The information on this map was created by the Portland Development Commission (PDC) GIS. Every reasonable effort has been made to ensure the accuracy of these maps and associated data. However, inadvertent errors can occur and the PDC does not assume any responsibility for omissions or potential inaccuracy. This information is presented "as is" and without warranty, either expressed or implied.



# REPORT ACCOMPANYING THE LENTS TOWN CENTER URBAN RENEWAL PLAN AMENDMENT



City of Portland  
Portland Development Commission

June 18, 2008

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## **I. INTRODUCTION**

The Lents Town Center Urban Renewal Area Report (the “Report”) contains background information and project details for the Lents Town Center Urban Renewal Area Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

### **A. Amendment Summary**

This is the First Amendment to the Plan, which was adopted in 1998. The Amendment consists of changes to the existing Plan, which will expand the boundary of the Lents Town Center Urban Renewal Area (the “Expansion Area”) and impact both the financing and the expected physical, social, economic and fiscal impacts of the Plan. Specifically, this Plan amendment will:

1. Extend the last date to issue maximum indebtedness to June 30, 2020.
2. Adjust Boundaries:
  - a) Expand the existing Area boundary by 204.67 acres to include the SE Foster Road corridor (SE 50<sup>th</sup> – SE 79<sup>th</sup> Avenue), selected portions of key nodes along Powell Boulevard and 122<sup>nd</sup> Avenue, the Knapp Street Triangle, two school sites and the Leach Botanical Garden.
  - b) Delete 64.62 acres of right of way under the I-205 freeway for a net acreage of the existing area plus the changes in this amendment of 2,846.79 acres.
3. Increase the maximum indebtedness by \$170,000,000 to \$245,000,000.

These changes will be found detailed in the following sections of the Plan which will:

4. Provide additional information to Section I. Introduction.
5. Update the Section IV. Relationship to Local Objectives.
6. Provide additional information to the Section V. Urban Renewal Area to include the area in the amendment.
7. Insert a new section under the Section VII. Urban Renewal Projects:
  - a) Reorganization:
    - (1) Reorganize the Rehabilitation, Development and Redevelopment Assistance list.
    - (2) Split Economic and Commercial Development into different subcategories.
  - b) Additions:



- (1) Add a new category SE 122<sup>nd</sup> and SE 104<sup>th</sup> Avenue Improvements to Public Improvements list.
- (2) Add a new category, Parks and Recreation, to the Public Improvements list.
- (3) Add a new category, School Infrastructure Improvements, to the Public Improvements list.
- (4) Under the new Commercial Redevelopment and Revitalization category include subcategories for Lents Town Center Revitalization, Station Area Redevelopment, and Commercial Corridor Revitalization. Add the new subcategories, Business Finance, Business Retention, Target Industry Development and Community Economic Development to the Economic Development category.
- (5) Add the new subcategory, Housing New Development and Revitalization/Rehabilitation (Rental and Ownership) Program, to the Housing Development category.
- (6) Add a new category for the Johnson Creek Industrial Area Revitalization area?
- (7) Add a new category, School Infrastructure Improvements, to the Public Improvements list.

c) Deletions:

- (1) Delete Land Acquisition, Improvement and Disposition for Redevelopment and Planning. These activities were folded into the new Commercial Redevelopment and Revitalization category. (b(3) above.)
- (2) Delete Development Opportunity Strategies Program, Redevelopment Assistance Program and Business Recruitment and Retention/ Area Marketing Program subcategories from Economic Development category. Economic Development activities were renamed. (b(4) above.)
- (3) Delete Rental Property Repair and Housing Development Program subcategories from Housing Development category. These activities were combined and reworded in the new Housing New Development and Revitalization/Rehabilitation (Rental and Ownership) Program. (b(5) above.)

8. Increase the Maximum Indebtedness and the last date to issue Maximum Indebtedness in Section XI Tax Increment Financing
9. Insert a replacement section in XII. Amendments to the Plan.
10. Provide the analysis of the Plan as required in the Report.

**B. Lents Town Center Urban Renewal Advisory Committee Recommendations**

The reasons, rationale and purpose for these changes are guided by the recommendations of the Lents Town Center Urban Renewal Advisory Committee (LTCURAC). These recommendations include a suggested investment strategy, as well as an expectation of the benefits future investments should advance. These changes to the Plan will enable tax increment revenues generated within the Area to continue to finance projects and activities that support the goals and objectives of the Plan.

The First Amendment to the Lents Town Center Urban Renewal Plan allows for notice pursuant to ORS 457.120 to be provided only when an amendment to the Plan will have the effect of either: (a) increasing the amount of maximum indebtedness authorized under the Plan, or (b) adding land to the urban renewal area (URA), except for an addition of land that totals not more than one percent of the existing area of the urban renewal area. This proposal qualifies as such an amendment under both criteria because it increases the maximum indebtedness of the Plan and adds land totaling 7.6 percent of the Area’s existing acreage.

The Lents Plan Amendment Study, which began in April 2007, had three questions to answer as part of a “substantial” amendment to the existing Lents Town Center Urban Renewal Area (LTCURA) Plan. The LTCURAC appointed a subcommittee that met five times to review information pertaining to the amendment. In addition to the LTCURAC and subcommittee meetings, Portland Development Commission (PDC) staff made presentations at seven different neighborhood and business association meetings. PDC staff attended five community events with a booth and informational materials. The PDC staff also held a public open house on September 11, 2007, where staff explained the proposed amendments, answered questions and accepted public comments and suggestions. PDC also maintained and updated as needed a project website that included basic project information, announcements of public events, project documents and staff contact information. PDC also sent a post card mailer notification of the proposed amendment to all property owners in the proposed Expansion Areas. After this extensive public involvement process and technical analysis, the LTCURAC recommended the following in response to these questions:

- (1) *Should the LTCURA boundary be expanded and where?*

The LTCURAC voted to recommend expansion of the boundary as shown in Table 1.

**Table 1. Summary of Expansion Acreage**

Lents Town Center Existing	2,707
Proposed Expansion	205
I-205 Right of Way	-65
<i>Total</i>	<i>2,847</i>

Source: PDC GIS Analysis

The amendment will also remove some acreage from the area which is in the I-205 right of way. This acreage is not anticipated to be a part of the Urban Renewal Projects outlined in Section VII of the Plan. Reducing the acreage will have no negative impact on the area, it is not increment producing, nor is it anticipated to be increment producing in the future. This

deletion is approximately 65 acres, less than 2.4 percent of the total acreage of the existing Area.

*(2) Should the maximum indebtedness be increased to complete existing projects in the LTCURA Plan, continue funding existing programs, and consider new projects identified by the community?*

The LTCURAC voted to recommend increasing the maximum indebtedness for the Area. The following table illustrates the proposed increase in maximum indebtedness.

**Table 2. Overview of Maximum Indebtedness for LTCURA**

Maximum Indebtedness for Existing URA	75,000,000
Proposed Increase in Maximum Indebtedness for Existing URA and expansion parcels	170,000,000
<i>Total Debt Capacity</i>	<i>245,000,000</i>
Last Date for Issuance of Debt (Expiration)	2020
Bonds Repaid	2026

Source: Tashman Johnson LLC

*(3) Should the current expiration date (2015) be extended?*

The LTCURAC voted to recommend the extension of the Plan. The LTCURA district was expected to expire on 2015. The new expiration or last date to issue bonds was extended to 2020. The payback period to retire the debt is projected to 2026, which is six years from the new expiration date.<sup>1</sup>

**C. Report Format**

The format of the Report is based on ORS 457.085(3). This statute requires that any urban renewal plan amendment which is a significant change, requiring a substantial amendment to the plan, be accompanied by a report which provides:

- A. A description of physical, social and economic conditions in the urban renewal areas of the plan, and expected impact, including the fiscal impact, of the plan (or change) in light of added services and increased population;
- B. Reasons for selection of each urban renewal area in the plan;
- C. The relationship between each project to be undertaken and the existing conditions in the urban renewal area;

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<sup>1</sup> For a full report on the recommendations and the process that led to this URA Plan Amendment and Report, refer to the "Lents Plan Amendment Study: Final Report & Recommendations March 26, 2008."

- D. The estimated total cost of each project and the sources of monies to pay such costs;
- E. The anticipated completion date for each project;
- F. The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- G. A financial analysis of the plan with sufficient information to determine feasibility;
- H. A fiscal impact statement that estimated the impact of the tax increment financing, both until and after indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- I. A relocation report which shall include:
  - 1. An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of agency actions, under ORS 457.170;
  - 2. A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 285.045 to 285.105; and
  - 3. An enumeration, by cost range, of the existing housing in the urban renewal areas of the plan which are to be destroyed or altered, and of the new units to be added.

This report will address each of the required information categories. A separate blight analysis will be conducted for each area to be included as shown on Figure 1. Expansion Areas.

**II. A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA IN THE PLAN AND THE EXPECTED IMPACT, INCLUDING FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED VALUATION**

This section of the Report describes existing conditions within the Lents Town Center Urban Renewal Expansion Areas (the “Expansion Areas”) documenting the occurrence of “blighted areas” as defined by ORS 457.010(1). This Plan amendment will expand the Lents Town Center Urban Renewal Plan’s Area boundary by 140.05 acres, increasing the size of the area to 2,846.79 acres (adding 204.67 acres and deleting 64.62 acres). Further, this Amendment will increase the maximum indebtedness of the Plan by \$170,000,000 from \$75,000,000 to \$245,000,000 and extend the last date that bonded indebtedness can be issued to June 30, 2020.

Accordingly, tax increment revenues generated under the Plan during the next twelve years will be used to finance projects and activities that will improve economic, physical and social conditions within the Expansion Area and generally further the goals and objectives of the Plan. At the same time, overlapping taxing districts will forgo revenues on the incremental assessed value generated under the Plan for an additional five years.

A description of existing conditions within the Expansion Areas is provided below, documenting the occurrence of “blighted areas” as defined by ORS 457.010(1). The conditions of blight within the remainder of the existing Lents Town Center Urban Renewal Area have been described in the Report accompanying the original Lents Town Center Urban Renewal Plan.

The blight analysis will be done for nine distinct areas, all exhibiting conditions similar to the original Lents Town Center Urban Renewal Area, and identified as

1. SE Foster Road Expansion Area
2. Marysville School Expansion Area
3. SE Powell Boulevard Expansion Area
4. SE 122<sup>nd</sup> Avenue and SE Powell Boulevard Expansion Area
5. SE 122<sup>nd</sup> Avenue and Holgate Street Expansion Area
6. Alice Ott Middle School Expansion Area
7. SE 122<sup>nd</sup> Avenue and SE Foster Road Expansion Area
8. Leach Botanical Garden Expansion Area
9. Knapp Street Triangle Expansion Area



Table numbering for the separate areas is as follows:

- Table 3: Existing Land Uses
- Table 4: Existing Zoning
- Table 5: Comprehensive Plan Designations
- Table 6: Building Conditions
- Table 7: Age of Buildings
- Table 8: Social Characteristics
- Table 9: Improvement to Land Ratio

For each Expansion Area, the numbering reflects that Expansion Area, i.e. 3.1 is the first Expansion Area, Foster Road, while 3.8 is the eighth Expansion Area, Leach Botanical Garden.

**1. SE Foster Road Expansion Area**

*A. Physical Conditions*

1. Land Use

The Foster Road Expansion Area, shown in Figure 1 as Area 1, contains approximately 121.27 acres, including an estimated 42.72 acres of public right-of-way (ROW). Table 3.1 below illustrates the land use classifications of the Foster Road Expansion Area.

**Table 3.1. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Commercial	136	26.87	34.22%
Residential	202	23.05	29.36%
Converted Commercial	76	22.02	28.04%
General Commercial	13	1.28	1.63%
Medium Density Multi-Dwelling Res.	17	4.91	6.25%
Residential: Commercial Use	4	0.38	0.48%
<i>Total</i>	<i>448</i>	<i>78.52</i>	<i>100.00%</i>

Source: Multnomah County Assessor

SE Foster Road is one of the major transportation corridors serving the Expansion Areas and the Lents Town Center Urban Renewal Area in general. It is listed in the Transportation System Plan (TSP) as a Major City Traffic Street. It extends east-west and provides access to the Lents Town Center Urban Renewal Area from neighborhoods to the west and east of the Area.

2. Zoning and Comprehensive Plan

As illustrated in Table 4.1 and Figure 1, 57.69 acres (73.45 percent) of the Foster Road Expansion Area is zoned General Commercial. Another 12.23 acres (15.57 percent) is zoned Commercial Storefront. The remaining 8.61 acres (10.97 percent) are split up between General Employment, parcels with multiple zones, Residential 1 and

Neighborhood Commercial 1. The comprehensive plan designations are slightly different and they are shown in Table 5.1.

**Table 4.1. Existing Zoning**

<b>Zone</b>	<b>Parcels</b>	<b>Acreage</b>	<b>% of Total Acreage</b>
General Commercial	315	57.69	73.45%
Commercial Storefront	106	12.23	15.57%
General Employment	15	1.82	2.32%
Multiple Zones	8	5.23	6.66%
Residential 1	5	1.33	1.70%
Neighborhood Commercial 1	1	0.23	0.29%
<i>Total</i>	<i>450</i>	<i>78.54</i>	<i>100.00%</i>

Source: PDC GIS

**Table 5.1. Comprehensive Plan Designations**

<b>Zone</b>	<b>Parcels</b>	<b>Acreage</b>	<b>% of Total Acreage</b>
General Commercial	315	57.69	73.45%
Urban Commercial	106	12.23	15.57%
General Employment	15	1.82	2.32%
Multiple Zones	8	5.23	6.66%
Residential 1	5	1.33	1.70%
Neighbor Commercial	1	0.23	0.29%
<i>Total</i>	<i>450</i>	<i>78.54</i>	<i>100.00%</i>

Source: PDC GIS

Figure 1 represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 1 is the Foster Road Expansion Area.

**Figure 1. Lents Town Center Urban Renewal Area Expansion Area Zoning**

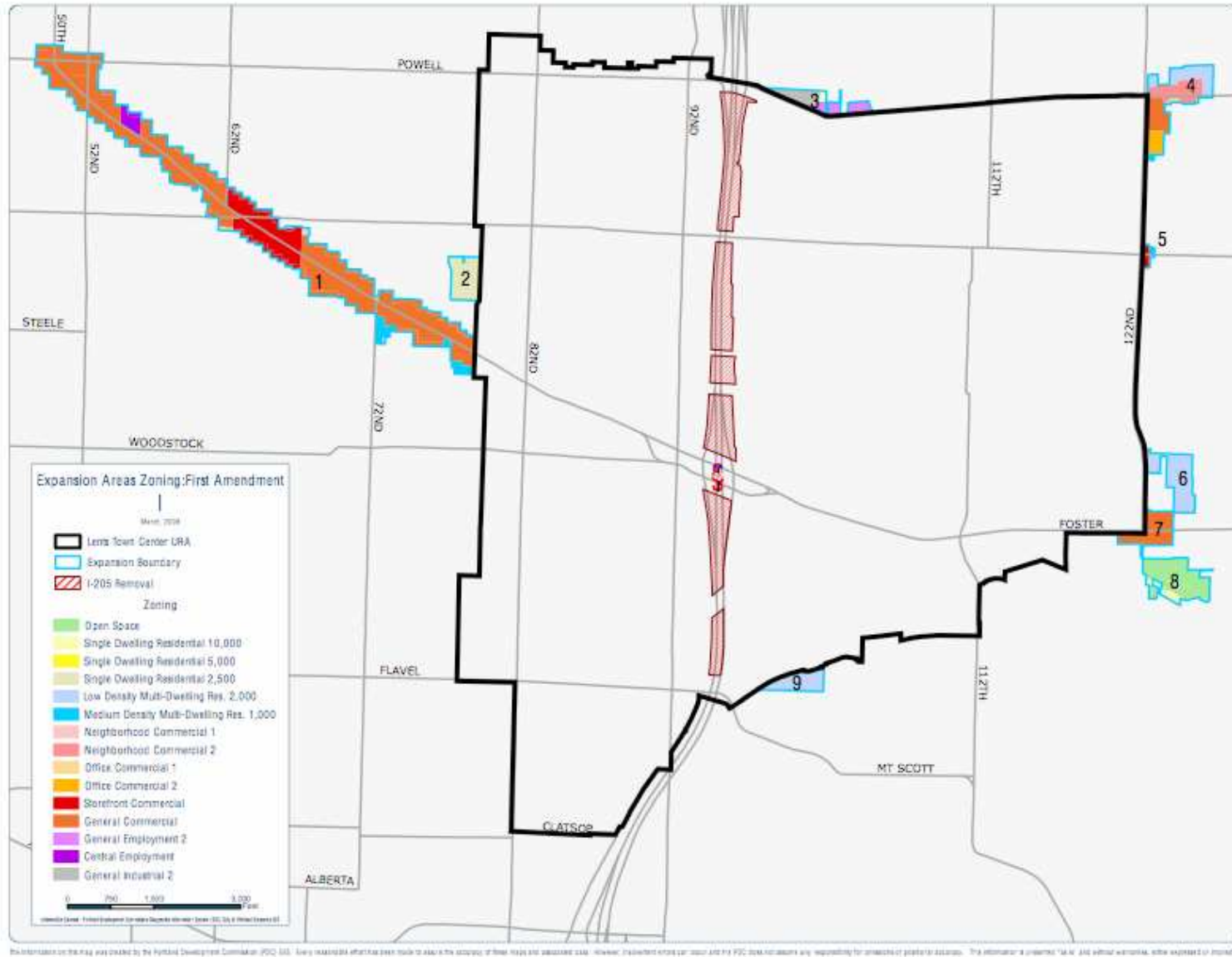
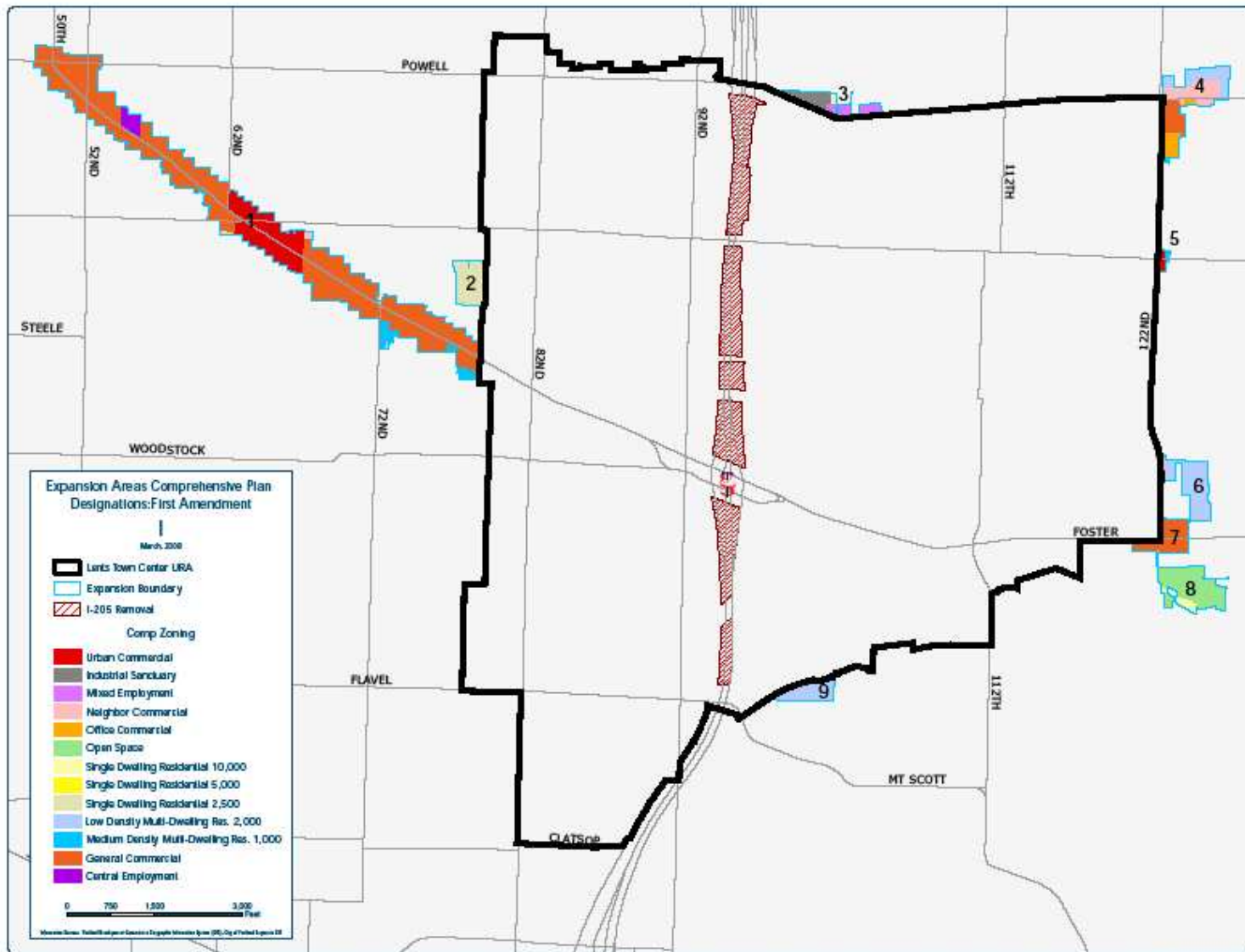


Figure 2. Comprehensive Plan designation for the Expansion Areas.



### 3. Building Condition

The condition of the buildings within the added areas was surveyed in April 2007 and March of 2008. Table 6.1 illustrates the conditions of the structures in the Foster Road Expansion Area. The results indicate a majority of built structures within the area could benefit from rehabilitation or improved maintenance.

Structures were visually surveyed and ranked on a three-step scale:

- “A” New, near new, or well maintained older buildings
- “B” Buildings needing rehabilitation and improved maintenance
- “C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated

**Table 6.1: Foster Road Expansion Area Building Condition**

	<b>Total # of Buildings</b>	<b># of Buildings Evaluated</b>	<b>Condition</b>	<b># of Buildings</b>	<b>Percent</b>
<b>Commercial</b>	179	118	A	39	33.1
			B	58	49.2
			C	21	17.8
			Total	118	100
<b>Industrial</b>	0	0	N/A		
<b>Residential</b>	211	180	A	85	47.2
			B	79	43.8
			C	16	9.0
			Total	180	100
<b>Other</b>	4	1	A	1	100
			B	0	
			C	0	
			Total	1	100
<b>Total (All Uses)</b>	394	299	A	125	41.8
			B	137	45.8
			C	37	12.4
			Total	299	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland  
 Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 299 buildings visually surveyed, 125 (41.8 percent) of them were in new or nearly new condition while 174 (58.2 percent) were classified as either needing rehabilitation or as dilapidated. The condition of the buildings indicates blight per ORS 457.010.



4. Age of Buildings

There are 394 buildings in the Foster Road Expansion Area. The age of the buildings are shown below in Table 7. In the area, 284 buildings (72.08 percent) are over 50 years old. While this alone is not a qualifier of blight, when this information is added to the condition of the buildings, blight is evident throughout the area.

**Table 7.1. Age of Buildings**

Age of Buildings (Years)	Buildings	Percent of Total
0 – 9	10	2.54%
10 – 19	17	4.31%
20 – 29	24	6.09%
30 – 39	36	9.14%
40 – 49	23	5.84%
50 – 59	42	10.66%
60 – 69	19	4.82%
70 – 79	16	4.06%
80 – 89	70	17.77%
90 – 99	65	16.50%
100 – 109	71	18.02%
110 – 119	1	0.25%
<i>Total</i>	<b>394</b>	<b>100.00%</b>

Source: Multnomah County Assessor

5. Streets and Utilities Condition

*Streets*

SE Foster Road from SE 50<sup>th</sup> to SE 79<sup>th</sup> Avenue is a five lane roadway (two lanes on the eastbound direction, three lanes on the westbound direction) from SE 50<sup>th</sup> Avenue to SE 52<sup>nd</sup> Avenue, from SE 52<sup>nd</sup> Avenue to SE 79<sup>th</sup> Avenue it is a four lane roadway, improved with sidewalks on both sides. While some sections have street trees, there are typically no street trees or sidewalk furnishings on the street. SE Foster Road is identified in the City of Portland Capital Improvement Plan (CIP) as a major item including needs for intersection improvements, pedestrian improvements, and bicycle improvements.

*Storm water & Wastewater*

The Lents area is divided between two types of basins: combined and separated. The western portion of the area is within the Lents 2 combined sewer basin. The eastern portion is within the Johnson Creek and South Lents sanitary sewer basins. All combined and sanitary areas within the Lents URA will drain to the large diameter Lents Trunk sewer pipe which lies adjacent to Johnson Creek. Although this pipe does not have adequate capacity for the peak flows for a 25-year design storm, increases in sanitary flows are acceptable. However, no additional storm water should be directed to the Lents Trunk.

The Bureau of Environmental Services (BES) is updating the Combined Sewer System Plan that addresses existing and planned future conditions. There are a substantial number of sewer pipes that do not have adequate capacity for planned future conditions. Any increases to future flows may result in an even greater number of sewer pipes without adequate capacity. The sanitary portion of the Lents URA is currently underway as part of the Sanitary Sewer System Plan update. Preliminary analysis of Johnson Creek and South Lents sanitary sewer basins indicates adequate capacity for existing flow. Additionally, modeling of future conditions indicates adequate capacity within the life of the URA.

### *Water*

There are a few major capital improvements planned for the Lents URA that will focus on the main line distribution system in Lents. Neither capacity nor water quality are not expected to be issues in the Lents URA over the life of the district so most of the resources are slated for improvements to and replacements of existing pipes and lines.

### 6. Environmental Conditions

The natural character of the Lents neighborhood is distinctive for its flat topography at the northern base of Mt. Scott, Johnson Creek and its floodplain, and extensive wetlands. Johnson Creek floods about every two years, flooding businesses, residences and Foster Road at the core of the neighborhood's industrial district. The most recent flood occurred in December 2007 while the largest recorded one occurred in December 1964. Flooding and habitat restoration are the primary environmental issues in the Lents URA. Most of Lents URA lies within the Johnson Creek Watershed which covers 52 square miles. Johnson Creek is 26 miles long, has its headwaters near the town of Cottrell, runs through the Lents URA, and eventually drains into the Willamette River near Milwaukie. The creek is water-quality limited for sediment, bacteria, toxics and temperature, while also providing habitat for native fish. The listing of several *anadromous* fish species (steelhead trout, Chinook, and coho salmon) under the Endangered Species Act (ESA) prompted the City to begin addressing water quality, flooding, and habitat restoration more comprehensively.

In 2001, the City developed the Johnson Creek Restoration Plan, which makes recommendations for flood mitigation and restoration projects within the City's portion of the Johnson Creek watershed. Examples of projects include the Brookside Wetland, Kelley Creek Confluence, Tideman Johnson Park, Brownwood Floodplain restoration, and a restoration project currently in the early design phases to take place south of Foster Road between the former Freeway Land Company site and about SE 112<sup>th</sup> Avenue. Future projects are planned along the Johnson Creek and the Springwater Wetlands. The purpose of these projects is to help reduce the damage from frequent flooding, improve habitat for fish and wildlife, and provide water quality benefits. In addition to restoration projects, the City has a willing seller acquisition program to return flood prone areas to open space to absorb frequent flood waters, provide better habitat for fish and wildlife, and reduce liability and expense to

federal taxpayers of repeat claims for federal flood insurance. Since 1997, the City has acquired 160 acres.

7. Parks and Open Space

The Foster Road Expansion Area contains one resource - Laurelwood Park.

8. Public Spaces

The Foster Road Expansion Area contains no public spaces.

9. Public Parking

There is no off street public parking in the Foster Road Expansion Area.

10. Public Buildings

The Foster Road Expansion Area contains one public building, the County Juvenile Justice Building.

*B. Social Conditions*

Currently, the entire Expansion Area in the amendment contains two hundred and sixty four (264) residential dwellings as classified by the county assessor.

The following social information is for the Lents area in general based on available data.<sup>2</sup>

Population: Between 1990 and 2000, there was 21.6 percent population growth in Lents to 15,830 residents. However, during the same period, median household income has remained stagnant at \$45,407 – 75 percent of the Portland median. The 2007 population estimate for Lents is 25,130. The area is projected to grow at a rate of 0.72 percent over the next five years, a rate which is above the citywide estimate of 0.57 percent.

**Table 8.1. Social Characteristics of Amendment Area**

Family Size	2.72 people per household
Median Age	34.6 years
Median Household Income	\$45,407
City of Portland Median Income	\$60,546

Employment: In 1995, when Metro designated the town center as part of the 2040 Region Growth Concept Plan, the projected employment growth was approximately 2,000 jobs (to 2040). As of 2004, there were 6,500 jobs in the Lents neighborhood.

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<sup>2</sup> Statistical data from ESRI BIS taken from a market research document prepared by Marketek for the Portland Development Commission in January 2008.

Based on a 2004 estimate of working age population (18+), it is estimated there are 0.38 jobs per resident.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the area is \$64,936,010.

2. Land and Improvement Values

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio" or "I:L". The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

I:L ratios for healthy properties within the Area could range between 5 to 7. For instance, a property on a 10,000 square foot lot might have a land value of \$120,000 at \$12.00 per square foot. A three-story development with ground floor retail and professional offices on the upper floors containing 12,000 square feet valued at \$65.00 per square foot might have an improvement value of \$780,000. The I:L ratio for this property would be 6.5:1.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the Foster Road Expansion Area is fairly low with 15.56 percent of the properties having an I:L value lower than 1:1 while 90.63 percent of the property has an I:L of less than 2:1. The I:L ratios for improved properties in the urban renewal study area are very low, indicating blight per ORS 457.010.

Table 9.1, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the study area.

**Table 9.1. Improvement to Land Ratio**

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	34	4.56	2.53%
0.0 - 0.5	35	11.26	6.25%
0.5 - 1.0	69	12.24	6.79%
1.0 - 1.5	138	22.07	12.23%
1.5 - 2.0	66	11.50	62.83%
2.0 - 2.5	22	4.039	2.24%
2.5 - 3.0	17	3.21	1.78%
3.0 - 4.0	30	5.16	2.86%
4.0 - 5.0	15	1.70	0.94%
>5.0	24	2.79	1.55%
<i>Total</i>	<i>450</i>	<i>78.55</i>	<i>100.00%</i>

Source: Multnomah County Assessor

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The expected projects to be undertaken in the added area are loans to existing businesses and potentially some residential loans. The improvement to the businesses would not cause an increase in municipal services, but, if the structures were improved, would potentially reduce the need for fire/life safety services. There could be the positive benefit to the neighborhood of thriving businesses offering services to the residents and of increased business license fees and business income taxes.

If the vacant properties were developed into additional residential units, there could be some additional municipal services required. However, this is an urban area with improved streets and infrastructure, so the impacts would be minimal. There could be additional services required by the schools and libraries due to an increased population.

**2. Marysville School Expansion Area:**

*A. Physical Conditions*

1. Land Use

The added Marysville School Expansion Area, shown in Figure 2 as Area 2, contains approximately 8.95 acres and no public right-of-way (ROW). Table 3.2 below illustrates the land use classifications of the added Area.

**Table 3.2. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Residential	25	3.75	41.90%
Converted Commercial	1	5.20	58.10%
<i>Total</i>	<i>26</i>	<i>8.95</i>	<i>100.00%</i>

Source: Multnomah County Assessor



2. Zoning and Comprehensive Plan

As illustrated in Table 4.2 and Figure 1, the entire Marysville School Expansion Area is zoned Residential 2.5 (R 2.5). The Comprehensive Plan also designates the area as R2.5 so the zoning and Comprehensive Plan designations are identical. ( Figure 2 page 9)

**Table 4.2. Existing Zoning**

Zone	Parcels	Acreage	% of Total Acreage
Residential 2.5	26	8.91	100%

Source: PDC GIS

Figure 1 (Page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 2 is the Marysville School Expansion Area.

3. Building Condition

The condition of the buildings within the Marysville School Expansion Area was surveyed in April 2007 and March of 2008. Table 6.2 illustrates the conditions of the structures.

**Table 6.2: Marysville School Expansion Area Building Condition**

	Total # of Buildings	# of Buildings Evaluated	Condition	# of Buildings	Percent
<b>Commercial</b>	1	1	A	0	
			B	1	100
			C	0	
			Total	1	100
<b>Residential</b>	25	25	A	24	96.0
			B	1	4.0
			C	0	0
			Total	25	100
<b>Total (All Uses)</b>	26	26	A	24	92.3
			B	2	7.7
			C	0	
			Total	26	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 26 buildings visually surveyed, 24 (92.3 percent) were in new or nearly new condition while 2 (7.7 percent) were classified as either needing rehabilitation or as dilapidated.

A description of the survey categories can be found earlier in this report on page 9.

4. Age of Buildings

There are 24 buildings in the Marysville School Expansion Area. The age of the buildings are shown below in Table 7.2. In the Marysville School Expansion Area, 18 buildings (75 percent) are over 50 years old.

**Table 7.2. Age of Buildings**

Age of Buildings (Years)	Buildings	% of Total
0 – 9	3	12.50%
10 – 19	0	0.00%
20 – 29	0	0.00%
30 – 39	3	12.50%
40 – 49	0	0.00%
50 – 59	5	20.83%
60 – 69	3	12.50%
80 – 89	3	12.50%
90 – 99	6	25.00%
100 – 109	1	4.17%
110 – 119	0	0.00%
<i>Total</i>	<b>24</b>	<b>100.00%</b>

Source: Multnomah County Assessor

5. Streets and Utilities Condition

*Streets, Storm water & Wastewater*

A description of the streets, storm water and wastewater systems can be found in the section describing Amendment Area 1, Foster Road, page 11. This area shares the same characteristics as the Foster Road Expansion Area. The streets in this area are designated as local streets.

*Water*

A description of the water system can be found in the section describing Amendment Area 1, Foster Road, page 12. This area shares the same characteristics as the Foster Road Expansion Area.

6. Parks and Open Space

The area around Marysville School can be considered an open space. The facilities at this open space are deficient and in need of upgrading. This indicates blight per ORS 457.010.

7. Public Spaces

The area around Marysville School can be considered a public space.

8. Public Parking

There is no public parking in this area, other than the parking associated with Marysville School.

9. Public Buildings

Marysville School is a public school building. It serves the adjacent residential area and the Lents neighborhood.

B. *Social Conditions*

Area 2, Marysville School Expansion Area, shares the same social conditions the rest of the URA. A description of these can be found in the description for Foster Road, earlier in the Report on page 14.

C. *Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the Marysville School Expansion Area is \$2,584,460.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found earlier in this report on page 15. The I:L ratios of the Marysville School Expansion Area are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the Amendment area, Marysville School, is low with all of the properties having an I:L value lower than 0.5:1.

Table 9. "Improvement to Land Ratio," shows the improvement to land ratios for properties within the Marysville School Expansion Area. As the table illustrates, 25 parcels comprising 41.90 percent of the Marysville School Expansion Area have a I:L ratio of 0.5:1 or lower. The lone Converted Commercial property in the area, Marysville School, is relatively large and has an I:L ratio 8.16. The school is non-taxable, however, so it is not included in the table below. Generally, the I:L ratios for improved properties in the Marysville School Expansion Area are very low, indicating a low level of development in the area, however, this is offset by the fact that these are residential uses.

**Table 9.2. Improvement to Land Ratio**

<b>I:L Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
No Improvements	0	0	0.00%
0.0 - 0.5	25	3.75	100.00%
<i>Total</i>	25	3.75	100.00%

Source: Multnomah County Assessor

D. *Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The projects anticipated for the Marysville School Expansion Area are funding for improvements to the public spaces at the school and potential residential loan assistance. The school project is not anticipated to have any fiscal impact in light of added services or increased population. The residential loan assistance is also not expected to have any negative fiscal impact. It is not anticipated that additional residential units would be added, only that they might be improved, decreasing the demand for fire/life safety needs.

**3. Powell Boulevard Expansion Area:**

*A. Physical Conditions*

1. Land Use

The added Powell Boulevard Expansion Area, shown in Figure 1 as Area 3, contains 8.84 acres, including no public (ROW). It includes 26 individual properties zoned for a number of uses, with Industrial being the largest category. Table 3.3 below illustrates the land use classifications of the Powell Boulevard Expansion Area.

**Table 3.3. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Industrial	15	4.84	54.75%
Converted Commercial	6	3.41	38.51%
Residential: Commercial	4	0.30	3.37%
Residential	1	0.30	3.37%
<i>Total</i>	26	8.84	100.00%

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.3 and Figure 1 on page 9, 3.54 acres (40 percent) of the Powell Boulevard Expansion Area is zoned as General Industrial 2. Another 36.51 percent of the Powell Boulevard Expansion Area (3.23 acres) is zoned for employment uses. The remaining 2.08 acres have multiple zones and uses. The comprehensive plan designations are slightly different and they are shown in Table 5.3. (Figure 2, page 9)

**Table 4.3. Existing Zoning**

Zone	Parcels	Acreage	% of Total Acreage
General Industrial 2	19	3.54	40.00%
General Employment 2	4	3.23	36.50%
Multiple Uses	3	2.08	23.50%
<i>Total</i>	26	8.84	100.00%

Source: PDC GIS

**Table 5.3. Comprehensive Plan Designations**

<b>Zone</b>	<b>Parcels</b>	<b>Acreage</b>	<b>% of Total Acreage</b>
Industrial Sanctuary	19	3.54	40.00%
Mixed Employment	4	3.23	36.50%
Multiple Zones	3	2.08	23.50%
<i>Total</i>	<b>26</b>	<b>8.84</b>	<b>100.00%</b>

Source: PDC GIS

Figure 1 (page 9) represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 3 is the Powell Boulevard Expansion Area.

3. Building Condition

The condition of the buildings within the Powell Boulevard Expansion Area was surveyed in April 2007 and March of 2008. Table 6.3 illustrates the conditions of the structures. The results indicate a majority of built structures within the area could benefit from rehabilitation or improved maintenance.

**Table 6.3: Powell Boulevard Expansion Area Building Condition**

	<b>Total # of Buildings</b>	<b># of Buildings Evaluated</b>	<b>Condition</b>	<b># of Buildings</b>	<b>Percent</b>
<b>Commercial</b>	2	2	A	1	50.0
			B	0	
			C	1	50.0
			Total	2	100
<b>Industrial</b>	3	3	A	0	
			B	2	66.7
			C	1	33.3
			Total	3	100
<b>Residential</b>	1	1	A	0	
			B	0	
			C	1	100
			Total	1	100
<b>Other</b>	1	1	A	0	
			B	1	100
			C	0	
			Total	1	100
<b>Total (All Uses)</b>	7	7	A	1	14.3
			B	3	42.9
			C	3	42.9
			Total	7	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 7 buildings visually surveyed, 1 (14.3 percent) was in new or nearly new condition while 6 (85.8 percent) were classified as either needing rehabilitation or as dilapidated. This is a condition of blight per ORS 457.010(a).



A description of the survey categories can be found earlier in this report on page 9.

4. Age of Buildings

There are only 7 buildings in the Powell Boulevard Expansion Area for which the assessor has age data. The age of the buildings are shown below in Table 7.3.

**Table 7.3. Age of Buildings**

<b>Age of Buildings (Years)</b>	<b>Buildings</b>	<b>% of Total</b>
0 – 9	0	0.00%
10 – 19	3	42.86%
20 – 29	1	14.29%
30 – 39	1	14.29%
40 – 49	0	0.00%
50 – 59	0	0.00%
60 – 69	0	0.00%
70 – 79	1	14.29%
80 – 89	0	0.00%
90 – 99	1	14.29%
<i>Total</i>	<b>7</b>	<b>100.00%</b>

Source: Multnomah County Assessor

5. Streets and Utilities Condition

*Streets*

SE Powell Boulevard is listed in the Transportation Systems Plan (TSP) as a Major City Traffic Street. It extends east-west and provides access to the area from neighborhoods to the west and east of the Area.

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. The Powell Boulevard Expansion Area shares the same characteristics as the Foster Road Area.

*Water*

A description of the water system can be found in the section describing Expansion Area 1, Foster Road, page 12. The Powell Boulevard Expansion Area shares the same characteristics as the Foster Road Area.

6. Parks and Open Space

There are no parks or open spaces in the Powell Boulevard Expansion Area.

7. Public Spaces

There are no public spaces in the Powell Boulevard Expansion Area.

8. Public Parking

There is no public parking in the Powell Boulevard Expansion Area.

9. Public Buildings

There are no public buildings in the Powell Boulevard Expansion Area.

*B. Social Conditions*

The Powell Boulevard Expansion Area shares the same social conditions with the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the Powell Boulevard Expansion Area is \$2,339,010.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found under Area 1, Foster Road, page 15. The I:L ratios of Powell Boulevard Expansion Area are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the Powell Boulevard Amendment Area, is fairly low with 72.80 percent of the properties having an I:L value lower than 1:1 while 91.79 percent of the property has an I:L of less than 3:1.

Table 9.3, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the Powell Boulevard Expansion Area. As the table illustrates, over 27.88 percent of the Powell Boulevard Expansion Area has no improvement value; the I:L ratios for improved properties in the Powell Boulevard Expansion Area are very low, indicating blight per ORS 457.010.

**Table 9.3. Improvement to Land Ratio**

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	16	2.47	27.88%
0.0 - 0.5	4	3.60	40.67%
0.5 - 1.0	1	0.37	4.24%
1.0 - 1.5	2	1.27	14.41%
1.5 - 2.0	1	0.41	4.58%
2.0 - 2.5	0	0.00	0.00%
2.5 - 3.0	0	0.00	0.00%
3.0 - 4.0	2	0.73	8.21%
4.0 - 5.0	0	0.00	0.00%
>5.0	0	0.00	0.00%
<i>Total</i>	<i>26</i>	<i>8.84</i>	<i>100.00%</i>

Source: Multnomah County Assessor

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

Assistance in this area would be to facilitate job creation. There is no increased population expected in this area. If new structures were built in conjunction with job creation, there could be additional demand on public infrastructure, which would be offset by job creation.

**4. 122<sup>nd</sup> and Powell Expansion Area:**

*A. Physical Conditions*

1. Land Use

The added 122<sup>nd</sup> and Powell Expansion Area, shown in Figure 1 as Area 4, contains approximately 21.39 acres, including an estimated 3.40 acres of ROW. Table 3.4 below illustrates the land use classifications of the 122<sup>nd</sup> and Powell Expansion Area.

**Table 3.4. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Commercial	14	8.19	45.50%
Converted Commercial	6	5.63	31.28%
Residential	13	2.79	15.50%
Multiple Uses	3	0.97	5.39%
Residential: Commercial Use	1	0.42	2.33%
<i>Total</i>	<i>37</i>	<i>18.00</i>	<i>100.00%</i>

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.4 and Figure 1, 9.69 acres (53.87 percent) of the 122<sup>nd</sup> and Powell Expansion Area is zoned as some type of Commercial use. Another 3.58 acres (19.33 percent) is zoned for Residential uses. The remaining uses total 4.82 acres and have multiple zones. The comprehensive plan designations are slightly different and they are shown in Table 5.4. (Figure 2, page 9)

**Table 4.4. Existing Zoning**

<b>Zone</b>	<b>Parcels</b>	<b>Acreage</b>	<b>% of Total Acreage</b>
Residential 2	15	3.16	17.56%
Neighborhood Commercial 2	10	2.56	14.22%
Office Commercial 2	6	2.43	13.50%
General Commercial	2	4.44	24.67%
Multiple Zones	2	4.82	26.78%
Office Commercial 1	1	0.27	1.50%
Residential 1	1	0.32	1.78%
<i>Total</i>	<i>37</i>	<i>18.00</i>	<i>100.00%</i>

Source: PDC GIS

**Table 5.4. Comprehensive Plan Designations**

<b>Zone</b>	<b>Parcels</b>	<b>Acreage</b>	<b>% of Total Acreage</b>
Residential 2	15	3.16	17.56%
Neighborhood Commercial	10	2.56	14.22%
Commercial Office 2	6	2.43	13.50%
Commercial General	2	4.44	24.67%
Multifamily	2	4.82	26.78%
Office Commercial	1	0.27	1.50%
Residential 1	1	0.32	1.78%
<i>Total</i>	<i>37</i>	<i>18.00</i>	<i>100.00%</i>

Source: PDC GIS

Figure 1 (page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 4 is the 122<sup>nd</sup> and Powell Boulevard Expansion Area.

### 3. Building Condition

The condition of the buildings within the 122<sup>nd</sup> and Powell Expansion Area was surveyed in April 2007 and March of 2008. Table 6.4 illustrates the conditions of the structures. The results indicate at a majority of built structures within the area could benefit from rehabilitation or improved maintenance, illustrating blight under ORS 457.010.

**Table 6.4: 122<sup>nd</sup> and Powell Expansion Area Building Condition**

	<b>Total # of Buildings</b>	<b># of Buildings Evaluated</b>	<b>Condition</b>	<b># of Buildings</b>	<b>Percent</b>
<b>Commercial</b>	16	13	A	3	23.1
			B	3	23.1
			C	7	53.8
			Total	13	100
<b>Residential</b>	14	9	A	1	11.1
			B	1	11.1
			C	7	77.8
			Total	9	100
<b>Other</b>	1	0	N/A		
<b>Total (All Uses)</b>	31	22	A	4	18.2
			B	4	18.2
			C	14	63.6
			Total	22	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 22 buildings visually surveyed, 4 (18.2 percent) were in new or nearly new condition while 18 (81.8 percent) were classified as either needing rehabilitation or as dilapidated.

A description of the survey categories can be found earlier in this report on page 9.

#### 4. Age of Buildings

There are 31 buildings in the 122<sup>nd</sup> and Powell Expansion Area in which the Assessor’s Office has age information. The ages of the buildings are shown below in Table 7.4. In the 122<sup>nd</sup> and Powell Expansion Area, 22 buildings (70.97 percent) are over 50 years old. While this alone is not a qualifier of blight, when this information is added to the condition of the buildings, blight is evident throughout the 122<sup>nd</sup> and Powell Expansion Area.



**Table 7.4. Age of Buildings**

Age of Buildings (Years)	Buildings	% of Total
0 – 9	1	3.23%
10 – 19	1	3.23%
20 – 29	1	3.23%
30 – 39	3	9.68%
40 – 49	3	9.68%
50 – 59	11	35.48%
60 – 69	11	35.48%
70 – 79	0	0.00%
80 – 89	0	0.00%
90 – 99	0	0.00%
100 – 109	0	0.00%
110 – 119	0	0.00%
<i>Total</i>	<i>31</i>	<i>100.00%</i>

Source: Multnomah County Assessor

5. Streets and Utilities Condition

*Streets*

SE 122<sup>nd</sup> Avenue from SE Foster Road south to the intersection of Leach Botanical Garden is a two lane roadway. North of SE Foster Road, SE 122<sup>nd</sup>, it is classified as a Major City Traffic Street, while south of SE Foster Road the street changes dramatically to a two lane local service street with no pedestrian amenities. There are no CIP projects listed for this section of roadway.

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. The 122<sup>nd</sup> and Powell Expansion Area shares the same characteristics as the Foster Road Area.

*Water*

A description of the water system can be found in the section describing Expansion Area 1, Foster Road, page 12. The 122<sup>nd</sup> and Powell Expansion Area shares the same characteristics as the Foster Road Area.

6. Parks and Open Space

There are no parks or open spaces in the 122<sup>nd</sup> and Powell Expansion Area.

7. Public Spaces

There are no public spaces in the 122<sup>nd</sup> and Powell Expansion Area.

8. Public Parking

There is no public parking in the 122<sup>nd</sup> and Powell Expansion Area.

9. Public Buildings

There are no public buildings in the 122<sup>nd</sup> and Powell Expansion Area.

*B. Social Conditions*

The 122<sup>nd</sup> and Powell Expansion Area shares the same social conditions as the rest of the URA. A description of these can be found under Amendment Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the 122<sup>nd</sup> and Powell Expansion Area is \$8,673,120.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found in the Foster Road Expansion Area, earlier in this report on page 15. The I:L ratios of the 122<sup>nd</sup> and Powell Expansion Area are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the 122<sup>nd</sup> and 122<sup>nd</sup> and Powell Expansion Area is fairly low with 48.99 percent of the properties having an I:L value lower than 1:1 while 93.93 percent of the property has an I:L of less than 2.5:1.

Table 9.4, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the 122<sup>nd</sup> and Powell Expansion Area. As the table illustrates, over 12.36 percent of the 122<sup>nd</sup> and Powell Expansion Area has no improvement value; the I:L ratios for improved properties in the 122<sup>nd</sup> and Powell Expansion Area are very low, indicating blight per ORS 457.010.

**Table 9.4. Improvement to Land Ratio**

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	6	2.22	12.36%
0.0 - 0.5	1	3.76	20.89%
0.5 – 1	9	2.83	15.74%
1.0 - 1.5	10	2.37	13.18%
1.5 - 2.0	4	0.98	5.45%
2.0 - 2.5	3	4.73	26.31%
2.5 - 3.0	1	0.21	1.18%
3.0 - 4.0	1	0.41	2.26%
4.0 - 5.0	0	0.48	2.63%
>5.0	2	0.00	0.00%
<i>Total</i>	<i>37</i>	<i>18.00</i>	<i>100.00%</i>

Source: Multnomah County Assessor

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The expected assistance in this Expansion Area is for assistance to existing businesses. There is no fiscal impact in light of added services and or increased population. The structures would be upgraded, causing less demand on fire/life safety services.

**5. 122<sup>nd</sup> and Holgate Expansion Area:**

*A. Physical Conditions*

1. Land Use

The added 122<sup>nd</sup> and Holgate Expansion Area, contains approximately 1.47 acres, including an estimated 0.35 acres of right-of-way (ROW). Table 3.5 below illustrates the land use classifications of the added Area.

**Table 3.5. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Converted Commercial	2	0.37	33.35%
Commercial	1	0.56	49.99%
Residential	1	0.19	16.66%
<i>Total</i>	<i>4</i>	<i>1.12</i>	<i>100.00%</i>

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.5 and Figure 1, 0.93 acres (83.04 percent) of the 122<sup>nd</sup> and Holgate Expansion Area is zoned as Urban Commercial. The remaining 0.19 acres (16.96 percent) is zoned Residential 1 (R1). The Comprehensive Plan designations and the zoning designations of the 4 parcels are identical. (Figure 2, page 9)

**Table 4.5. Existing Zoning**

<b>Zone</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total Acres</b>
Urban Commercial	3	0.93	83.04%
Residential 1	1	0.19	16.96%
<i>Total</i>	4	1.12	100.00%

Source: PDC GIS

Figure 1 (page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 5 is the 122<sup>nd</sup> and Holgate Expansion Area.

3. Building Condition

The condition of the buildings within the 122<sup>nd</sup> and Holgate Expansion Area was surveyed in April 2007 and March of 2008. Table 6.5 illustrates the conditions of the structures. The results indicate at a majority of built structures within the 122<sup>nd</sup> and Holgate Expansion Area could benefit from rehabilitation or improved maintenance.

**Table 6.5: 122<sup>nd</sup> and Holgate Expansion Area Building Condition**

	<b>Total # of Buildings</b>	<b># of Buildings Evaluated</b>	<b>Condition</b>	<b># of Buildings</b>	<b>Percent</b>
<b>Commercial</b>	2	2	A	0	
			B	2	100
			C	0	
			Total	2	100
<b>Industrial</b>	0	0	N/A		
<b>Residential</b>	1	1	A	0	
			B	0	
			C	1	100
			Total	100	100
<b>Other</b>	0	0	N/A		
<b>Total (All Uses)</b>	3	3	A	0	0
			B	2	66.7
			C	1	33.3
			Total	3	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 3 buildings visually surveyed none were in new or nearly new condition while 3 (100 percent) were classified as either needing rehabilitation or as dilapidated.

A description of the survey categories can be found earlier in this report on page 9.

4. Age of Buildings

There are 3 buildings in the 122<sup>nd</sup> and Holgate Expansion Area on which the Assessor's Office has age information. The oldest building is 68 years old, the second oldest is 51 years old, and the most recent building is 22 years old.

5. Streets and Utilities Condition

*Streets*

SE 122<sup>nd</sup> Avenue from SE Foster Road south to the intersection of Leach Botanical Garden is a two lane roadway. North of SE Foster Road, SE 122<sup>nd</sup>, is classified as a Major City Traffic Street, while south of SE Foster Road the street changes dramatically to a two lane local service street with no pedestrian amenities. There are no CIP projects listed for this section of roadway.

*Stormwater & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. This area shares the same characteristics as the Foster Road area.

*Water*

A description of the water system can be found in the section describing Expansion Area 1, Foster Road, page 12. This area shares the same characteristics as the Foster Road area.

6. Parks and Open Space

There are no parks or open spaces in the 122<sup>nd</sup> and Holgate Expansion Area.

7. Public Spaces

There are no public spaces in the 122<sup>nd</sup> and Holgate Expansion Area.

8. Public Parking

There is no public parking in the 122<sup>nd</sup> and Holgate Expansion Area.

9. Public Buildings

There are no public buildings in the 122<sup>nd</sup> and Holgate Expansion Area.

B. *Social Conditions*

The 122<sup>nd</sup> and Holgate Expansion Area shares the same social conditions the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

C. *Economic Conditions*



1. Taxable Value of Property Within the Area

As of 2007, the taxable value of land, improvements and personal property in the 122<sup>nd</sup> and Holgate Expansion Area is \$547,450.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found under Area 1, Foster Road, page 15. The I:L ratios of 122<sup>nd</sup> and Holgate Expansion Area are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the 122<sup>nd</sup> and Holgate Expansion Area is fairly low with all four parcels I:L ratios being below 2:1.

Table 9.5, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the 122<sup>nd</sup> and Holgate Expansion Area. As the table illustrates, the I:L ratios for improved properties in the 122<sup>nd</sup> and Holgate Expansion Area are very low, indicating blight per ORS 457.010.

**Table 9.5. Improvement to Land Ratio**

<b>I:L Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
No Improvements	1	0.13	11.39%
0.0 - 0.5	1	0.19	16.66%
0.5 - 1.0	0	0.00	0.00%
1.0 - 1.5	1	0.25	21.96%
1.5 - 2.0	1	0.56	49.99%
>2.0	0	0.00	0.00%
<b>Total</b>	<b>4</b>	<b>1.12</b>	<b>100.00%</b>

Source: Multnomah County Assessor

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

This Expansion Area has the potential for residential development and some related retail development in the future. The impact of the retail in proximity to both existing and future residential is to reduce the demand on infrastructure by locating retail close to the demand. There could be an impact on the need for added services as there could be additional housing units in the area. There could also be the potential for increased populations in the schools and increased demand on libraries as a result of residential development. However, providing housing is a shared goal of this urban renewal plan and the City of Portland. The increased services demanded will be offset by the ability to add additional residential units.

**6. Alice Ott Middle School Expansion Area**

*A. Physical Conditions*

1. Land Use

The Alice Ott Middle School Expansion Area contains approximately 11.73 acres, including an estimated 0.84 acres of ROW. Table 3.6 below illustrates the land use classifications of the Alice Ott Middle School Expansion Area.

**Table 3.6. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Converted Commercial	2	9.02	82.68%
Commercial	1	0.13	1.23%
Residential: Commercial Use	1	1.75	16.09%
<i>Total</i>	4	10.90	100.00%

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.6, 10.76 acres (98.81 percent) of the Alice Ott Middle School Expansion Area, is zoned as Residential 2 (R2). The remaining 0.13 acres (1.19 percent) is zoned Neighborhood Commercial. The comprehensive plan designations are slightly different and they are shown in Table 5.6.

**Table 4.6. Existing Zoning**

Zone	Parcels	Acreage	% of Total Acreage
Neighborhood Commercial	1	0.13	1.19%
Residential 2	3	10.77	98.81%
<i>Total</i>	4	10.90	100.00%

Source: PDC GIS

**Table 5.6. Comprehensive Plan Designations**

Zone	Parcels	Acreage	% of Total Acreage
Neighbor Commercial	1	0.13	1.19%
Single Dwelling Residential 2,000	3	10.76	98.81%
<i>Total</i>	4	10.89	100.00%

Source: PDC GIS

Figure 1 (page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The area labeled 6 is the Alice Ott Middle School Expansion Area. Figure 2 shows the comprehensive plan designations, page 9.

3. Building Condition

The buildings in this area are public school buildings.

4. Age of Buildings

There are 2 buildings in the Alice Ott Middle School Expansion Area on which the assessor's office has age information. One building is 53 years old and the other, the middle school, is 12 years old.

5. Streets and Utilities Condition

*Streets*

SE Ramona Street is a local street. It is in need of sidewalks in the area adjacent to the school. The lack of a sidewalk is a condition of blight per ORS 457.010(e).

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. The Alice Ott Middle School Expansion Area, shares the same characteristics as the Foster Road area.

*Water*

A description of the water system can be found in the section describing Amendment Expansion Area 1, Foster Road, page 12. The Alice Ott Middle School Expansion Area shares the same characteristics as the Foster Road area.

6. Parks and Open Space

There is open space in the Area as it relates to Alice Ott Middle School.

7. Public Spaces

The open space area around Alice Ott Middle School is a public space.

8. Public Parking

There are public parking spaces associated with Alice Ott Middle School.

9. Public Buildings

The Alice Ott Middle School is a public school building. It serves the adjacent residential community and the Powellhurst-Gilbert neighborhood.

*B. Social Conditions*

The Alice Ott Middle School Expansion Area shares the same social conditions as the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the Alice Ott Middle School Expansion Area, is \$286,950.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found under Expansion Area 1, Foster Road, page 15. The I:L ratios of the Alice Ott Middle School Expansion Area, are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the Alice Ott Middle School Expansion Area, is fairly low with two of the three taxable parcels having no improvements, and the third having an I:L ratio of less than 1:1. The school is non taxable and does not appear in the table.

Table 9.6, “Improvement to Land Ratio,” shows the improvement to land ratios for properties within the Alice Ott Middle School Expansion Area. As the table illustrates, over 96.85 percent of the taxable portion of the study area has no improvement value; the I:L ratios for improved properties in the Alice Ott Middle School Expansion Area are very low. However, this is to be expected as it is a public school.

**Table 9.6. Improvement to Land Ratio**

<b>I:L Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
No Improvements	2	4.03	96.85%
0.0 - 0.5	0	0.00	0.00%
0.5 - 1.0	1	0.13	3.21%
>1	0	0.00	0.00%
<i>Total</i>	<b>3</b>	<b>4.16</b>	<b>100.06%</b>

Source: Multnomah County Assessor

D. *Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The assistance for the Alice Ott Middle School Expansion Area is infrastructure assistance to the school, including a sidewalk at the front of the school. There is no expected negative impact, including fiscal impact of this assistance. The impact is a positive impact, as funds would be available to assist the school district in providing a much needed sidewalk.

7. **122<sup>nd</sup> and Foster Road Expansion Area**

A. *Physical Conditions*

1. Land Use

The added 122<sup>nd</sup> and Foster Road Expansion Area contains approximately 8.81 acres, including an estimated 1.39 acres of ROW. Table 3.7 below illustrates the land use classifications of the added Area.

**Table 3.7. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Converted Commercial	8	2.62	35.30%
Commercial	3	1.49	20.04%
Residential	10	3.31	44.66%
<i>Total</i>	<i>21</i>	<i>7.42</i>	<i>100.00%</i>

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.7 all 21 parcels in the 122<sup>nd</sup> and Foster Road Expansion Area are zoned for General Commercial. The Comprehensive Plan designations are identical to the zoning of the parcels. (Figure 2, page 9)

**Table 4.7. Existing Zoning**

Zone	Parcels	Acres	% of Total Acres
General Commercial	21	7.42	100.00%
<i>Total</i>	<i>21</i>	<i>7.42</i>	<i>100.00%</i>

Source: PDC GIS

Figure 1 (page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The area labeled 7 is the 122<sup>nd</sup> and Foster Road.

3. Building Condition

The condition of the buildings within the 122<sup>nd</sup> and Foster Road Expansion Area was surveyed in April 2007 and March 2008. Table 6.7 illustrates the conditions of the structures. The results indicate a majority of built structures within the area could benefit from rehabilitation or improved maintenance. This indicates blight per ORS 457.010.

**Table 6.7: 122<sup>nd</sup> and Foster Road Expansion Area Building Condition**

	Total # of Buildings	# of Buildings Evaluated	Condition	# of Buildings	Percent
<b>Commercial</b>	6	6	A	1	16.7
			B	3	50.0
			C	2	33.3
			Total	6	100
<b>Residential</b>	10	10	A	0	
			B	7	70.0
			C	3	30.0
			Total	10	100
<b>Total (All Uses)</b>	16	16	A	1	6.3
			B	10	62.5
			C	5	31.3
			Total	16	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 16 buildings visually surveyed 1 (6.3 percent) was in new or nearly new condition while 15 (93.7 percent) were classified as either needing rehabilitation or as dilapidated.

A description of the survey categories can be found earlier in this report on page 9.

4. Age of Buildings

There are 17 buildings in the 122<sup>nd</sup> and Foster Road Expansion Area on which the Assessor’s Office has age data. The age of the buildings is shown below in Table 7.7.

**Table 7.7. Age of Buildings**

Age of Buildings (Years)	Buildings	% of Total
0 – 9	1	5.88%
10 – 19	2	11.76%
20 – 29	1	5.88%
30 – 39	1	5.88%
40 – 49	2	11.76%
50 – 59	5	29.41%
60 – 69	3	17.65%
70 – 79	0	0.00%
80 – 89	2	11.76%
<i>Total</i>	<i>17</i>	<i>100.00%</i>

Source: Multnomah County Assessor

*Streets*

SE 122<sup>nd</sup> Avenue from SE Foster Road south to the intersection of Leach Botanical Garden is a two lane roadway. North of SE Foster Road, SE 122<sup>nd</sup>, is classified as a Major City Traffic Street, while south of SE Foster Road the street changes dramatically to a two lane local service street with no pedestrian amenities. There are no CIP projects listed for this section of roadway.

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. The 122<sup>nd</sup> and Foster Road Expansion Area shares the same characteristics as the Foster Road area.

*Water*



A description of the water system can be found in the section describing Expansion Area 1, Foster Road, page 12. The 122<sup>nd</sup> and Foster Road Expansion Area shares the same characteristics as the Foster Road area.

5. Parks and Open Space

There are no parks or open spaces in the 122<sup>nd</sup> and Foster Road Expansion Area.

6. Public Spaces

There are no public spaces in the 122<sup>nd</sup> and Foster Road Expansion Area.

7. Public Parking

There is no public parking in the 122<sup>nd</sup> and Foster Road Expansion Area.

8. Public Buildings

There are no public buildings in the 122<sup>nd</sup> and Foster Road Expansion Area.

*B. Social Conditions*

The 122<sup>nd</sup> and Foster Road Expansion Area shares the same social conditions the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the 122<sup>nd</sup> and Foster Road Expansion Area is \$2,978,270.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found under Area 1, Foster Road Expansion Area, page 15. The I:L ratios of 122<sup>nd</sup> and Foster Road area are as follows.

Based on real market land and improvement values from the Multnomah County FY 2007-08 Assessment and Taxation database, the I:L for the 122<sup>nd</sup> and Foster Road Expansion Area is fairly low with 63.46 percent of the properties having an I:L value lower than 1:1 while 79.87 percent of the property has an I:L of less than 3:1.

Table 9.7, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the 122<sup>nd</sup> and Foster Road Expansion Area. As the table illustrates, 30.05 percent of the study area has no improvement value; the I:L ratios for improved properties in the 122<sup>nd</sup> and Foster Road Expansion Area are very low, indicating blight per ORS 457.010.

**Table 9.7. Improvement to Land Ratio**

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	5	2.23	30.05%
0.0 - 0.5	0	0.00	0.00%
0.5 - 1.0	6	2.48	33.41%
1.0 - 1.5	2	0.69	9.36%
1.5 - 2.0	1	0.19	2.59%
2.0 - 2.5	2	0.33	4.45%
2.5 - 3.0	0	0.00	0.00%
3.0 - 4.0	2	0.75	10.16%
4.0 - 5.0	1	0.29	3.91%
>5.0	2	0.45	6.07%
<i>Total</i>	<i>21</i>	<i>7.42</i>	<i>100.00%</i>

Source: Multnomah County Assessor

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The expected assistance in this 122<sup>nd</sup> and Foster Road Expansion Area is for assistance to existing businesses. There is no fiscal impact in light of added services and or increased population. The structures would be upgraded, causing less demand on fire/life safety services.

**8. Leach Botanical Garden Expansion Area**

*A. Physical Conditions*

1. Land Use

The added Leach Botanical Garden Expansion Area contains approximately 15.35 acres, including an estimated 0.13 acres of public right-of-way (ROW). Table 3.8 below illustrates the land use classifications of the Leach Botanical Garden Expansion Area.

**Table 3.8. Existing Land Uses**

Use	Parcels	Acres	% of Total Acres
Recreation	5	11.16	73.31%
Residential	5	4.06	26.69%
<i>Total</i>	<i>10</i>	<i>15.22</i>	<i>100.00%</i>

Source: Multnomah County Assessor

2. Zoning and Comprehensive Plan

As illustrated in Table 4.8, 13.05 acres (85.78 percent) of the Leach Botanical Garden Expansion Area is zoned as Open Space. The remaining 14.22 percent of the Area is comprised of one 0.24 acre parcel zoned for Residential 10 (R10), and two parcels with multiple zones totaling 1.92 acres. The Comprehensive Plan designations and the zoning

of the Leach Botanical Garden Expansion Area are identical. (Comprehensive Plan, Figure 2, page 9)

**Table 4.8. Existing Zoning**

<b>Zone</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total Acres</b>
Multiple Zones	2	1.92	12.62%
Open Space	7	13.05	85.78%
Residential 10	1	0.24	1.60%
<i>Total</i>	<i>10</i>	<i>15.21</i>	<i>100.00%</i>

Source: PDC GIS

Figure 1 (page 9) above represents the zoning for the entire Lents Town Center Expansion Areas. The section labeled 7 is the Leach Botanical Garden Expansion Area.

3. Building Condition

The condition of the buildings within the Leach Botanical Garden Expansion Area was surveyed in April 2007 and March of 2008. Table 6.8 illustrates the conditions of the structures. The results indicate a majority of built structures within the area are in good condition.

**Table 6.8: Leach Botanical Gardens Expansion Area Building Condition**

	<b>Total # of Buildings</b>	<b># of Buildings Evaluated</b>	<b>Condition</b>	<b># of Buildings</b>	<b>Percent</b>
<b>Residential</b>	2	2	A	2	100
			Total	2	100
<b>Total (All Uses)</b>	2	2	A	2	100
			Total	2	100

Source: Multnomah County Tax Assessor Data as provided by the City of Portland

Note: Discrepancies between total number of buildings and buildings evaluated are due to county assessment procedures recording one building per parcel, whereas multiple buildings may exist and were recorded in the visual survey.

Of the 2 buildings visually surveyed 2 (100 percent) were in new or nearly new condition while none were classified as either needing rehabilitation or as dilapidated.

A description of the survey categories can be found earlier in this report on page 9.

4. Age of Buildings

There are 2 buildings in the Leach Botanical Garden Expansion Area on which the Assessor’s Office has age data. One of the buildings is 71 years old and the other is 66 years old.

5. Streets and Utilities Condition

*Streets*

SE 122<sup>nd</sup> Avenue serves the Leach Botanical Garden. SE 122<sup>nd</sup> Avenue from SE Foster Road south to the intersection of Leach Botanical Garden is a two lane roadway and is classified as a Local Service Traffic Street south of Foster Road.

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Expansion Area 1, Foster Road, page 11. The Leach Botanical Garden Expansion Area shares the same characteristics as the Foster Road area.

*Water*

A description of the water system can be found in the section describing Expansion Area 1, Foster Road, page 12. The Leach Botanical Garden Expansion Area shares the same characteristics as the Foster Road area.

6. Parks and Open Space

The Leach Botanical Garden is a public park operated by non-profit corporation. The garden covers the entirety of this area. The park infrastructure is in need of upgrading. This indicates blight per ORS 457.010(a) (D) and (e).

7. Public Spaces

The Leach Botanical Garden is a public space.

8. Public Parking

There is public parking in relation to the Leach Botanical Garden located to the south of property and Johnson Creek.

9. Public Buildings

There are two buildings in the Leach Botanical Garden. One building is a former residence used as an office and the other is uses as a gift shop. They are used in relation to the operations of the Garden.

*B. Social Conditions*

The Leach Botanical Garden Expansion Area shares the same social conditions as the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

There is no taxable value of land, improvements and personal property in the Leach Botanical Garden Expansion Area.

2. Land and Improvement Values

Due to the fact that there is no taxable value in the Leach Botanical Garden Expansion Area, the land improvement values do not need to be assessed.

D. *Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

The assistance expected is infrastructure improvements to implement a new master plan for the Garden. There is no negative impact expected in light of added services or increased population.

**9. Knapp Street Triangle Expansion Area**

A. *Physical Conditions*

1. Land Use

The added Knapp Street Triangle Expansion Area contains approximately 6.91 acres and includes no ROW. There is one parcel in this area and its current use is Converted Commercial.

2. Zoning and Comprehensive Plan

The one parcel in the Knapp Street Triangle Expansion Area is zoned as Residential 2.

Figure 1 (page 9 ) represents the zoning for the entire Lents Town Center Expansion Areas. The area labeled 9 is the Knapp Street Triangle Expansion Area. Figure 2 (page 9) is the Comprehensive Plan designations.

3. Building Condition

There are no buildings in the Knapp Street Triangle Expansion Area.

4. Age of Buildings

There are no buildings in the Knapp Street Triangle Expansion Area.

5. Streets and Utilities Condition

*Streets*

This area is located on SE Knapp Street which is a local street.

*Storm water & Wastewater*

A description of the storm water and wastewater systems can be found in the section describing Amendment Area 1, Foster Road, page 11. The Knapp Street Triangle Expansion Area shares the same characteristics as the Foster Road Area.

*Water*

A description of the water system can be found in the section describing Amendment Area 1, Foster Road, page 12. The Knapp Street Triangle Expansion Area shares the same characteristics as the Foster Road Area.

6. Parks and Open Space

There are no parks or open spaces in the Knapp Street Triangle Expansion Area.

7. Public Spaces

There are no public spaces in the Knapp Street Triangle Expansion Area.

8. Public Parking

There is no public parking in the Knapp Street Triangle Expansion Area.

9. Public Buildings

There are no public buildings in the Knapp Street Triangle Expansion Area.

*B. Social Conditions*

The Knapp Street Triangle Expansion Area shares the same social conditions as the rest of the URA. A description of these can be found under Area 1, Foster Road, page 14.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

As of 2007, the taxable value of land, improvements and personal property in the Knapp Street Triangle Expansion Area is \$19,540.

2. Land and Improvement Values

A detailed definition of the I:L ratio can be found under Area 1, Foster Road, page 15. There is only one property in the Knapp Street Triangle Expansion Area, and it has no improvements. This indicates blight per ORS 457.010(h), as the area is underdeveloped.

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*



This area is included in the URA specifically as an opportunity site for residential development which would support the development of the large industrial site located in proximity to this area (Freeway Land). If developed, there would be an impact due to the increase in the residential population in the area. There would be increased demands on the streets and utilities. There would be potential increase in demand for school and library services. Providing affordable housing is a major component of the goals of the Lents Town Center Urban Renewal Plan and providing housing opportunities in conjunction with employment opportunity sites will be a positive factor in encouraging that job creation.

**10. I-205 Freeway Right of Way Deletion Area**

*A. Physical Conditions*

1. Land Use

The deleted area is shown on Figure 3 Lents I-205 Freeway Right of Way Deletion. The use of the land is right of way.

2. Zoning and Comprehensive Plan

The zoning and comprehensive plan designations are not a factor as the land is right of way.

3. Building Condition

There are no buildings in the area.

4. Age of Buildings

There are no buildings in the area.

5. Streets and Utilities Condition

The area is right of way, so this section is not pertinent.

6. Parks and Open Space

There are no parks or open space in the area. The right of way is not considered traditional open space.

7. Public Spaces

There are no public spaces in the area.

8. Public Parking

There is no public parking in the area.

9. Public Buildings

There are no public buildings in the area.

*B. Social Conditions*

The I-205 Right of Way Deletion Area shares the same social conditions as the rest of the URA. A description of these can be found under Area 1, Foster Road, page 12. There are no residents in the area.

*C. Economic Conditions*

1. Taxable Value of Property Within the Area.

There is no taxable value of land, improvements and personal property in the area.

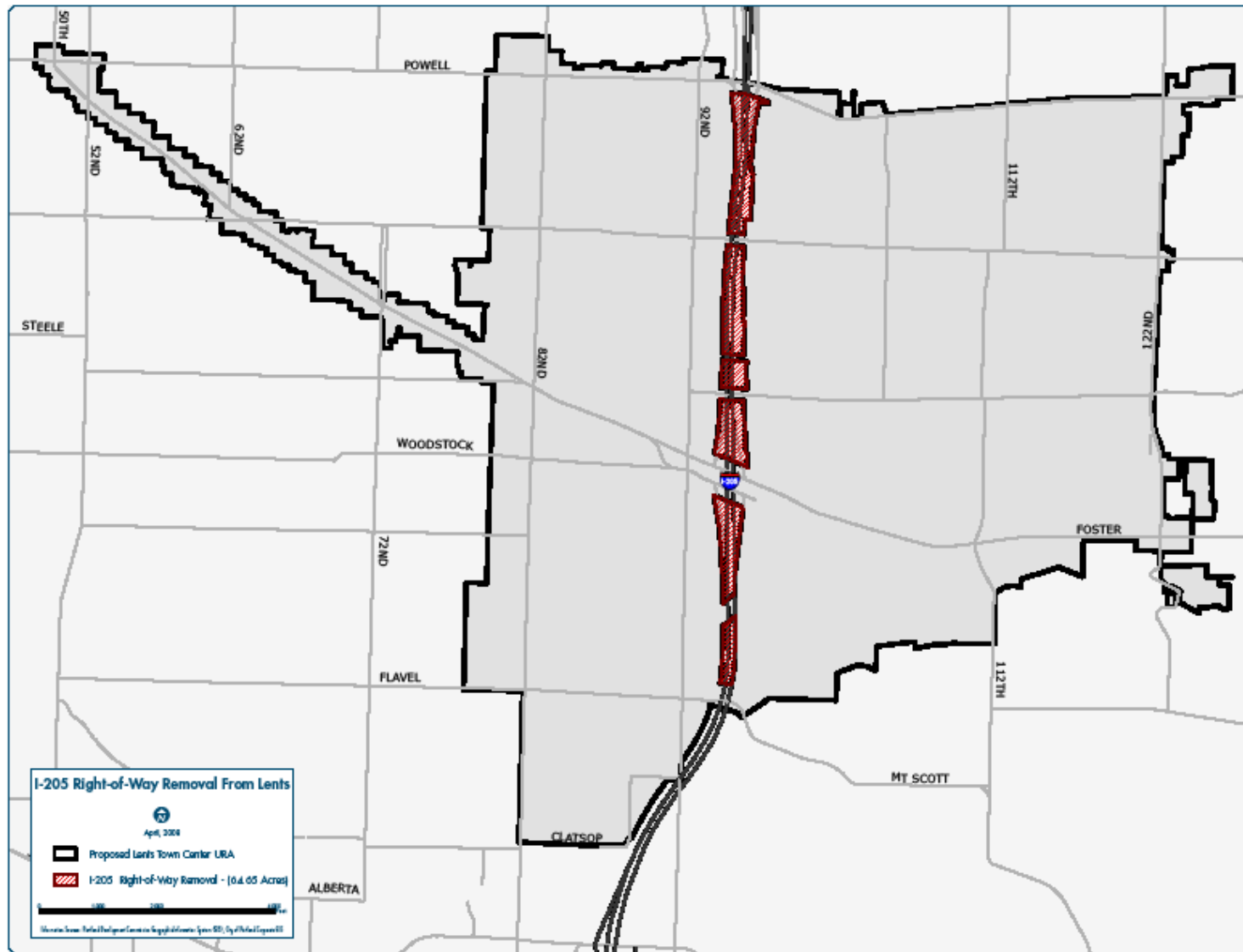
2. Land and Improvement Values

Due to the fact that there is no taxable value, there is no land to improvement value.

*D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population*

There is no expected impact, including fiscal impact of the Plan amendment in light of added services or increased population.

Figure 3. I 205 Removal Area.



### **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

#### **A. SE Foster Road Expansion Area**

SE Foster Road from SE 50<sup>th</sup> Avenue to SE 79<sup>th</sup> Avenue serves as a gateway to the Lents Town Center Area. It presently has a number of businesses, which could benefit from business loan assistance. There are also parcels that are undeveloped or underdeveloped. In addition to the commercial properties, there are three multi-family residential zoned properties, which are in need of rehabilitation. Upgrading of this entrance to the Area will provide a more positive and attractive entrance to the Lents Town Center as a whole and the expected spin off benefit is private investment in the Lents Town Center Area. Amending the Area's boundary to include this section of SE Foster Road will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

#### **B. Marysville School Expansion Area**

The City has begun to develop partnerships with local schools to increase enrollment and stability in the neighborhood. Inclusion of these schools into the URA will provide the opportunity for these sites to qualify for funding for future facility improvements identified as part of this initiative. Amending the Area's boundary to include the sites will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

#### **C. SE Powell Boulevard Expansion Area**

The sites west of SE 102<sup>nd</sup> Avenue on SE Powell Boulevard are potential sites for job creation. One is zoned General Industrial 2, while the other is zoned General Employment 2. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

#### **D. SE 122<sup>nd</sup> Avenue and Powell Boulevard Expansion Area**

The parcels on SE 122<sup>nd</sup> Avenue are commercial and/or residential opportunity nodes at SE Powell Boulevard. This node will provide an opportunity for the creation of new service related development for adjacent residential areas. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

#### **E. SE 122<sup>nd</sup> Avenue and Holgate Expansion Area**

The parcels on SE 122<sup>nd</sup> at Holgate are a residential and commercial opportunity node. The commercial nodes will provide the opportunity for the creation of new service related development for adjacent residential areas. The residential will provide an opportunity to upgrade existing housing stock. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

#### **F. Alice Ott Middle School Expansion Area**

The City has begun to develop partnerships with local schools to increase enrollment and stability in the neighborhood. Inclusion of these schools into the URA will provide the

opportunity for these sites to qualify for funding for future facility improvements identified as part of this initiative. Amending the Area's boundary to include the sites will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

**G. SE 122<sup>nd</sup> Avenue and Foster Road Expansion Area**

The parcels on SE 122<sup>nd</sup> Avenue at Foster Road are a commercial and/or residential opportunity node. This node will provide opportunity for the creation of new service related development for adjacent residential areas. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

**H. Leach Botanical Garden Expansion Area**

The Leach Botanical Garden (Garden) is a recreational, ecological, and tourism asset to the Lents Town Center Area. It brings in visitors from around the region and state while serving as a local park for the Lents residents. The Garden is in need of upgraded facilities to maintain its stature as a destination park. Inclusion of this site in the LTCURA will provide the opportunity for the Garden to qualify for funding for future facility improvements. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

**I. Knapp Street Triangle Expansion Area**

This area, located south of SE Knapp Street from SE 92<sup>nd</sup> Avenue to SE 102<sup>nd</sup> Avenue, is a prime location for future housing development. The development of additional housing will further stabilize the neighborhood and provide support to existing businesses. Its proximity to the Freeway Land site provides an additional asset to future development of that site. Amending the Area's boundary to include the site will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

**IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

**A. Public Improvements**

**1. SE Foster Road Street Improvements**

Improvements to SE Foster Road will more closely link the functions of SE Foster Road to the immediately adjacent commercial and neighborhood districts of the Area. Improvements include signals, pedestrian facilities and crossings, curb extensions and bicycle lane facilities.

Existing conditions: SE Foster Road currently has substandard intersection improvements, pedestrian improvements and bicycle improvements. These conditions contribute to the blighted appearance of this section of the neighborhood. Improvements to infrastructure will help the Area develop to its capacity, increase

safety for pedestrians and bicyclists and increase connections from the commercial area to the residential neighborhoods.

2. SE 82<sup>nd</sup> Avenue Improvements

Improvements to this street at major intersections are intended to promote safer and more efficient circulation of vehicles and pedestrians, and encourage redevelopment of underutilized commercial property. Sidewalks and other pedestrian improvements between intersections will facilitate access between the residential neighborhoods and the commercial areas.

Existing conditions: SE 82<sup>nd</sup> Avenue is currently substandard in intersection improvements, pedestrian and bicycle facilities. These conditions contribute to the blighted appearance of this section of the LTCURA. Improvements to infrastructure will help the Area develop to its capacity, increase safety for pedestrians and bicyclists thereby increasing connections from the commercial area to the residential neighborhoods.

3. SE 92<sup>nd</sup> Avenue Improvements

Street improvements include road surfacing, storm water control, lights, trees, curbs and curb extensions, traffic calming improvements, signal improvements, sidewalks and bicycle improvements such as lane striping and signage.

Existing conditions: SE 92<sup>nd</sup> Avenue between SE Powell Boulevard and SE Holgate Boulevard is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The street lacks sidewalks, curbs, gutters and improved intersections. These conditions contribute to the blighted appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts and difficulties for pedestrian and bicycle traffic. Improvements to infrastructure will help the Area develop to its capacity, increase safety for pedestrians and bicyclists thereby increasing connections from the commercial area to the residential neighborhoods.

4. SE 122<sup>nd</sup> and SE 104<sup>th</sup> Avenue Improvements

Improvements to these streets are intersection improvements, including signals, pedestrian accommodations such as traffic calming, signal improvements, crossing improvements, sidewalks, and curb extensions.

Existing conditions: SE 122<sup>nd</sup> Avenue and SE 104<sup>th</sup> Avenue are currently substandard in intersection improvements, pedestrian improvements and bicycle improvements. These conditions contribute to the blighted appearance of this section of the neighborhood. Improvements to infrastructure will help the Area develop to its capacity, increase safety for pedestrians and bicyclists thereby increasing connections from the commercial area to the residential neighborhoods.

5. Area-Wide Street Improvements - Annual Program



Improvements are to address traffic calming, pedestrian and bicycle improvements and rebuild unimproved streets.

Existing conditions: Many streets in the neighborhood are unimproved and in need of upgrading. Many streets lack sidewalks, pedestrian improvements and bicycle improvements. These conditions contribute to the blighted appearance of this section of the neighborhood. Improvements to infrastructure will help the Area develop to its capacity, increase safety for pedestrians and bicyclists thereby increasing connections throughout the residential neighborhoods and to adjacent commercial areas.

#### 6. Parking Facilities

To stimulate and support the desired character and potential redevelopment of the Lents business district, funds will be used to develop strategic parking lots or structures as defined by planning activities.

Existing conditions: Sufficient off street parking does not exist to support desired redevelopment in the area.

#### 7. Public Facilities/Spaces

Facilities are planned which serve to integrate resident and public uses with commercial and economic development activities while maximizing the utility of existing and planned public infrastructure. These include a community/public service center, rehabilitation of an existing service center, a workforce training center, a public square or plaza, area gateway projects and school infrastructure improvements.

Existing conditions: The Lents area does not have a community/public service center, a workforce training center, a public square or plaza, or an area gateway project. The existing infrastructure at the schools and service center is in a deteriorated condition and some playground facilities and the structural integrity of the service center are inadequate.

#### 8. Watershed / Floodwater Management Projects

Floodwater management projects can serve to reduce the impacts of the flooding of Johnson Creek on the surrounding area and existing development. Specific watershed and floodwater projects and programs will be further defined and sited as a result of a community planning process.

Existing conditions: Johnson Creek has a long history of flooding and is a natural hazard that needs mitigation. The City has initiated several projects in the area, but additional projects are necessary.

#### 9. Parks and Recreation

Existing parks will have facilities upgraded, access improved and features added.

Existing conditions: The parks in the Area have infrastructure needs to keep them as viable recreational, natural and cultural resources in the community.

## **B. Rehabilitation, Development and Redevelopment Assistance**

### **1. Economic / Commercial Development**

A variety of programs designed to maximize the development potential of underutilized property, employment potential of existing businesses, and improve the vitality and economic health of commercial and industrial areas will be implemented to attract private development and employment activities.

Existing Conditions: Currently, many of the Area's commercial and industrial buildings are in need of redevelopment and/or rehabilitation and seismic upgrades to remain functional. In order to retain the existing character of the Area and to facilitate employment and business growth, tax increment revenues can be used to assist business and property owners with the cost of redeveloping and upgrading older buildings. These programs are not available to the properties to be added to the Area. Funding will be increased to existing programs due to the increase in the maximum indebtedness.

### **2. Housing Development**

A variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area, will be implemented. Neighborhood revitalization and residential stabilization will have an important influence on the retention, attraction and expansion of commercial and employment opportunities in the Area.

Existing conditions: These programs are not currently available to the properties to be added to the Area. It is expected that several properties in the Expansion Area could benefit from housing rehabilitation or redevelopment assistance in tandem with other URA goals for revitalization. In the existing area, there are many residences in need of upgrading and many parcels which can be used for housing development. Funding will be increased to existing programs due to the increase in the maximum indebtedness.

### **3. Commercial Redevelopment and Revitalization**

Redevelopment projects and financial assistance programs will support neighborhood revitalization, encourage development of underutilized properties for a variety of uses, including mixed-use commercial and residential. As a result, it will generate employment and housing opportunities and increase access to neighborhood and commercial services. Assistance includes predevelopment activities, acquisition, improvement, and disposition of real estate, financial and loan programs, and technical expertise.

Existing conditions: These programs are not available to the properties to be added to the Area. The construction of the MAX Green Line light rail transit along I-205 provides new commercial development opportunities at the station areas. There are parcels within the existing area which are underdeveloped or undeveloped and in need of assistance. Funding will be increased to existing programs due to the increase in the maximum indebtedness.

#### 4. Johnson Creek Industrial Area Revitalization

Redevelopment projects and financial assistance programs to support industrial area revitalization, encourage development of underutilized properties that will generate employment will be undertaken. Assistance includes predevelopment activities, acquisition, improvement, and disposition of real estate, financial and loan programs, technical expertise and access and infrastructure assistance.

Existing conditions: Renaming of existing URA - Freeway Land and Foster Industrial Corridor. The programs are available within the current LTCURA, but lack the necessary funding to adequately implement. There are parcels within the existing area that are underdeveloped or undeveloped and in need of assistance. Funding will be increased to existing programs due to the increase in the maximum indebtedness.

### C. **Administration**

The Commission will undertake administration of all aspects of the Plan including staffing, materials & services and overhead.

Existing conditions: The Commission currently incurs administrative expenses for implementation of the Plan. Increasing the indebtedness and adding new projects, new areas and expanded funding for existing projects will continue the needs for administrative support from the Commission.

## V. **THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

Table 10 below shows the estimated total cost of each project and the estimated sources of funds to address such costs, with all figures in year of expenditure dollars. See Section VII of the Plan, Urban Renewal Projects, for detailed descriptions of projects within expenditure categories. This analysis is based on known projects at the time of preparation of the Plan and does not include projects that may be authorized by the Plan, but are unknown at this time. Specific projects and expenditures are determined solely in the annual budget process.

**Table 10. Estimated Project Expenditures and Revenues  
 (In Year of Expenditure Dollars)**

<b>Expenditures</b>	<b>Yr. of Exp. \$</b>
Materials and Services	27,982,680
Bond Issuance Costs	2,813,748
Project Expenditures	
<b>Public Improvements</b>	
Foster Road Improvements	4,100,000
82nd Avenue Improvements	800,000
92nd Avenue Improvements	1,000,000
122 <sup>nd</sup> , 104th Ave. Improvements	1,400,000
Area-Wide Street Improvements - Annual Program	1,520,000
Public Facilities / Spaces	7,016,000
Watershed / Floodwater Management Projects	1,400,000
Parks and Recreation	1,504,000
<b>Rehabilitation, Development and Redevelopment Assistance</b>	
Economic Development	27,000,000
Housing Development	42,600,000
Commercial Redevelopment and Revitalization	39,160,000
Johnson Creek Industrial Area Revitalization	14,400,000
Transfer to DS Fund	1,350,000
<i>Total</i>	<i>174,046,428</i>
<i>With Ending Balance</i>	<i>174,601,242</i>
<b>Revenues</b>	<b>Yr. of Recpt. \$</b>
Long Term Debt	111,374,794
Short Term Debt	58,625,206
Interest	4,601,242
<i>Total</i>	<i>174,601,242</i>

Source: Tashman Johnson LLC

Note the amount is \$4,601,242 above the maximum indebtedness figure of \$170,000,000. This number is the interest accrued during the term of the Plan.

**VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

The anticipated schedule of each urban renewal project is shown in Table 11. Projects identified at this time are anticipated to be undertaken starting Fiscal Year (FY) 2008 and ending in FY 2020.

**Table 11: Project Fund**

	Fiscal Year Ending June 30	2009	2010	2011	2012	2013	2014	2015
Beginning Balance		14,015,359	10,441,840	2,638,693	11,114,112	100,450	6,570,107	
<b>REVENUES</b>								
Long Term Debt	19,968,593	0	0	23,365,482	0	14,909,879	0	
Short Term Debt	0	4,037,252	4,987,620	1,586,601	4,890,067	3,174,776	5,757,444	
Interest	399,372	361,052	308,589	551,816	320,084	363,702	246,551	
Total	20,367,965	18,413,663	15,738,049	28,142,591	16,324,262	18,548,808	12,574,101	

<b>EXPENDITURES</b>								
Materials and Services	758,234	1,306,450	2,149,480	2,725,304	2,664,294	1,918,756	1,953,463	
Bond Issuance Costs	399,372	40,373	49,876	483,176	48,901	329,945	57,574	
Project Expenditures								
<b>Public Improvements</b>								
Foster Road Improvements	0	0	0	1,000,000	1,100,000	0	0	
82nd Avenue Improvements	0	0	0	0	0	0	0	
92nd Avenue Improvements	0	0	0	0	0	0	0	
122nd, 104th Ave. Improvements	0	0	0	0	0	1,000,000	0	
Area-Wide Street Improvements - Annual Program	0	0	1,000,000					
Public Facilities/ Spaces	0	400,000	840,000	1,000,000	1,000,000	1,376,000	1,000,000	
Watershed / Floodwater Management Projects	0	0	0	400,000	400,000	200,000	200,000	
Parks and Recreation	0	0	0	40,000	300,000	268,000	36,000	
<b>Rehabilitation, Development and Redevelopment Assistance</b>								
Economic Development	1,370,000	2,430,000	2,260,000	2,420,000	2,310,133	1,210,000	1,350,000	
Housing Development	0	2,520,000	4,800,000	4,760,000	3,532,022	1,606,000	2,160,000	
Commercial Redevelopment and Revitalization	2,475,000	1,175,000	1,800,000	3,200,000	2,959,261	1,320,000	2,100,000	
Johnson Creek Industrial Area Revitalization	0	100,000	200,000	1,000,000	1,909,201	2,750,000	3,060,000	
Transfer to DS Fund	1,350,000							
Total	6,352,606	7,971,823	13,099,356	17,028,480	16,223,812	11,978,701	11,917,038	
With Ending Balance								

**Table 11: Project Fund, continued**

	Fiscal Year Ending June 30	2016	2017	2018	2019	2020	Total
Beginning Balance		657,064	6,918,108	258,467	7,311,025	36,863	
<b>REVENUES</b>							Yr. of Recept. \$
Long Term Debt		16,230,200	0	17,667,734	0	19,232,905	111,374,794
Short Term Debt		3,890,263	6,701,651	4,669,097	7,729,509	11,200,927	58,625,206
Interest		415,551	272,395	451,906	300,811	609,414	4,601,242
Total		21,193,078	13,892,154	23,047,203	15,341,345	31,080,110	174,601,242

							Yr. of Exp. \$
<b>EXPENDITURES</b>							
Materials and Services		2,291,464	2,234,670	2,526,132	2,508,187	4,946,246	27,982,680
Bond Issuance Costs		363,507	67,017	400,046	77,295	496,667	2,813,748
Project Expenditures							0
<b>Public Improvements</b>							0
Foster Road Improvements		0	1,000,000	1,000,000	1,000,000	0	5,100,000
82nd Avenue Improvements		600,000	200,000	0	0	0	800,000
92nd Avenue Improvements		0	0	1,000,000	0	0	1,000,000
122nd, 104th Ave. Improvements		0	0	0	200,000	200,000	1,400,000
Area-Wide Street Improvements - Annual Program		520,000	0	0	0	0	1,520,000
Public Facilities/ Spaces		400,000	1,000,000	0	0	0	7,016,000
Watershed / Floodwater Management Projects		200,000	0	0	0	0	1,400,000
Parks and Recreation		200,000	260,000	100,000	200,000	100,000	1,504,000
<b>Rehabilitation, Development and Redevelopment Assistance</b>							
Economic Development		2,300,000	2,024,000	2,350,000	2,303,000	4,672,867	27,000,000
Housing Development		3,800,000	3,344,000	4,300,000	4,116,000	7,661,978	42,600,000
Commercial Redevelopment and Revitalization		2,600,000	4,004,000	3,560,000	4,900,000	9,066,739	39,160,000
Johnson Creek Industrial Area Revitalization		1,000,000	500,000	500,000		3,380,799	14,400,000
Transfer to DS Fund							
Total		14,274,971	14,633,687	15,736,178	15,304,482	30,525,296	174,046,428
With Ending Balance							174,601,242



**VII. THE ESTIMATED AMOUNT OF MONEY REQUIRED IN THE URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO ORS 457.460.**

Under this amendment, the Plan's maximum indebtedness will be increased by \$170,000,000 to make a new maximum indebtedness of \$245,000,000 to finance additional projects in the Area identified in this amendment.

Table 12 shows the yearly tax increment revenues and their allocation to loan repayments, reimbursements, debt service and debt service reserve funds. It is anticipated that all debt will be retired by the end of FY 2026. The total amount of tax increment revenues required to service the new debt is \$317,603,885.

**Table 12. Tax Increment Revenues, Debt Service and Debt Service Reserves**

FY Ending June 30	2008	2009	2010	2011	2012	2013	2014	2015	2016
Revenues									
Beginning Balance		980,718	4,883,220	4,865,824	4,865,824	7,071,360	7,071,360	8,478,747	8,478,747
Tax Increment Revenues	6,682,328	7,498,736	8,517,663	9,466,791	10,457,040	11,490,196	12,568,121	13,692,761	14,866,145
Interest	133,647	169,589	268,018	286,652	306,457	371,231	392,790	443,430	466,898
Transfer from Bond Proceeds		1,350,000							
<b>Total</b>	<b>6,815,974</b>	<b>9,999,044</b>	<b>13,668,900</b>	<b>14,619,268</b>	<b>15,629,322</b>	<b>18,932,787</b>	<b>20,032,271</b>	<b>22,614,939</b>	<b>23,811,790</b>
Expenditures									
Long Term Bonds									
Bond 1		4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824
Bond 2					2,205,536	2,205,536	2,205,536	2,205,536	2,205,536
Bond 3							1,407,387	1,407,387	1,407,387
Bond 4									1,532,016
Bond 5									
Bond 6									
Bond Defeasance									
Short Term Bonds	5,485,256		4,037,252	4,987,620	1,586,601	4,890,067	3,174,776	5,757,444	3,890,263
Bond Reserve		4,765,824	4,765,824	4,765,824	6,971,360	6,971,360	8,378,747	8,378,747	9,910,763
Line of Credit Interest	350,000	350,000							
LOC Principal									
<b>Total Expenditures</b>	<b>5,835,256</b>	<b>9,881,648</b>	<b>13,568,900</b>	<b>14,519,268</b>	<b>15,529,322</b>	<b>18,832,787</b>	<b>19,932,271</b>	<b>22,514,939</b>	<b>23,711,790</b>
<b>Ending Balance</b>	<b>980,718</b>	<b>117,396</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>

**Table 12. Tax Increment Revenues, Debt Service and Debt Service Reserves, continued**

FY Ending June 30	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Revenues											
Beginning Balance	10,010,763	10,010,763	11,678,473	11,678,473	18,226,756	15,049,330	25,190,634	36,987,188	50,529,414	65,911,815	
Tax Increment Revenues	16,090,391	17,367,709	18,700,404	20,090,884	21,408,777	22,778,667	24,202,612	25,682,750	27,221,309	28,820,600	317,603,885
Interest	522,023	547,569	607,578	635,387	792,711	756,560	987,865	1,253,399	1,555,014		
Transfer from Bond Proceeds											
Total	26,623,178	27,926,042	30,986,454	32,404,744	40,428,244	38,584,557	50,381,111	63,923,337	79,305,737	94,732,414	
Expenditures											
Long Term Bonds											
Bond 1	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	4,765,824	
Bond 2	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	2,205,536	
Bond 3	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	1,407,387	
Bond 4	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	1,532,016	
Bond 5		1,667,709	1,667,709	1,667,709	1,667,709	1,667,709	1,667,709	1,667,709	1,667,709	1,667,709	
Bond 6				1,815,450	1,815,450	1,815,450	1,815,450	1,815,450	1,815,450	1,815,450	
Bond Defeasance										62,904,594	
Short Term Bonds	6,701,651	4,669,097	7,729,509								
Bond Reserve	9,910,763	11,578,473	11,578,473	13,393,923	13,393,923	13,393,923	13,393,923	13,393,923	13,393,923		
Line of Credit Interest				784,065	784,065						
LOC Principal					11,200,927						
Total Expenditures	26,523,178	27,826,042	30,886,454	27,571,910	38,772,837	26,787,846	26,787,846	26,787,846	26,787,846	76,298,516	
Ending Balance	100,000	100,000	100,000	4,832,833	1,655,407	11,796,711	23,593,265	37,135,491	52,517,892	18,433,898	

**VIII. FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY**

The estimated tax increment revenues of an additional \$170,000,000 shown in Table 12 are based on projections of the assessed value of development within the Area, which in turn are based on historical trends in the Area since its establishment. The projected total assessed value is based on average annual growth rates, which are also shown in Table 13. The average annual rates of growth differ between the original Area (representing the historical growth trends) and the territory added to the Area by this Amendment (representing a more conservative projection of growth in these areas). The rates also decrease at a point in the future to avoid the exaggeration in growth resulting from a constant growth rate over time.

Table 13 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for undercollection, penalties and interest). These, in turn, provide the basis for the projections in Table 12.

**Table 13. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues**

	FY Ending June 30	2008	2009	2010	2011	2012	2013	2014	2015	2016
Incremental Assessed Value		358,801,970	402,638,321	457,348,726	508,311,389	561,481,978	616,956,386	674,834,679	735,221,279	798,225,152
Frozen Base Assessed Value		640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922
Total Assessed Value		998,979,892	1,042,816,243	1,088,576,182	1,136,344,117	1,186,208,163	1,238,260,299	1,292,596,541	1,349,317,118	1,408,526,656
Trend Growth Rate Total AV 2008-2020	4.4%									
Trend Growth Rate Total AV 2021 -	4.0%									
Expansion Areas Total Assessed Value										
Foster Road		65,459,734	67,750,825	70,122,104	72,576,377	75,116,551	77,745,630	80,466,727	83,283,062	86,197,970
122nd – Powell		19,749,187	20,440,408	21,155,823	21,896,277	22,662,646	23,455,839	24,276,793	25,126,481	26,005,908
Expansion Areas Incremental Assessed Value		85,208,921								
Foster Road				6,875,984	9,330,257	11,870,431	14,499,510	17,220,607	20,036,942	22,951,850
122nd – Powell				2,074,483	2,814,937	3,581,306	4,374,499	5,195,453	6,045,141	6,924,568
Conservative Growth Rate Total AV -2020	3.5%									
Conservative Growth Rate Total AV -2021	3.0%									
Consolidated Rate		20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000
Revenues Before Compression		7,176,039	8,052,766	9,146,975	10,166,228	11,229,640	12,339,128	13,496,694	14,704,426	15,964,503
Compression		4%	4%	4%	4%	4%	4%	4%	4%	4%
Revenues After Compression		6,888,998	7,730,656	8,781,096	9,759,579	10,780,454	11,845,563	12,956,826	14,116,249	15,325,923

**Table 13: Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues, continued**

	FY Ending June 30	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Incremental Assessed Value		863,960,006	932,544,503	1,004,102,465	1,078,763,109	1,149,526,283	1,223,081,357	1,299,538,849	1,379,013,661	1,461,625,257	1,547,497,841
Frozen Base Assessed Value		640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922	640,177,922
Total Assessed Value		1,470,334,375	1,534,854,286	1,602,205,402	1,672,511,961	1,739,412,439	1,808,988,937	1,881,348,494	1,956,602,434	2,034,866,531	2,116,261,193
Trend 2008-2020	4.4%										
Trend 2021 -	4.0%										
Expansion Areas Total Assessed Value											
Foster Road		89,214,898	92,337,420	95,569,230	98,914,153	101,881,577	104,938,025	108,086,165	111,328,750	114,668,613	118,108,671
122nd – Powell		26,916,115	27,858,179	28,833,215	29,842,377	30,737,649	31,659,778	32,609,571	33,587,859	34,595,494	35,633,359
Expansion Incremental AV											
Foster Road		25,968,778	29,091,300	32,323,110	35,668,033	38,635,457	41,691,905	44,840,045	48,082,630	51,422,493	54,862,551
122nd – Powell		7,834,775	8,776,839	9,751,875	10,761,037	11,656,309	12,578,438	13,528,231	14,506,519	15,514,154	16,552,019
Conservative Growth AV - 2020	3.5%										
Conservative Growth AV - 2021	3.0%										
Consolidated Rate		20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000	20.0000
Revenues Before Compression		17,279,200	18,650,890	20,082,049	21,575,262	22,990,526	24,461,627	25,990,777	27,580,273	29,232,505	30,949,957
Compression		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Revenues After Compression		16,588,032	17,904,854	19,278,767	20,712,252	22,070,905	23,483,162	24,951,146	26,477,062	28,063,205	29,711,959



**IX. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE  
 TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE  
 INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES  
 UPON PROPERTY IN THE URBAN RENEWAL AREA**

This Amendment authorizes the extension of the last date for issuance of bonded indebtedness under the Plan for an additional five years. In addition, as described above, a maximum of \$170,000,000 more in bonded indebtedness may be issued before June 30, 2020. These changes to the Plan will impact overlapping taxing districts.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value. (Very small increases in property tax rates for General Obligation bonds will occur as a result of tax increment financing.)

Table 14 shows the property tax revenue foregone by overlapping taxing districts during the use of tax increment financing, in terms of average revenues foregone per year through FY 2025 in current dollars. No impacts are shown for the K-12 School Districts or Educational Service District, because under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone are replaced with State School Fund revenues.

**Table 14. Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing**

<b>Revenues Foregone 2014-2025</b>	<b>Total PV</b>	<b>PV/Year</b>
Port of Portland Permanent	571,180	47,598
City of Portland Permanent	37,293,756	3,107,813
City of Portland Local Option	6,518,463	543,205
Multnomah County Permanent	35,390,365	2,949,197
Multnomah County Local Option	7,333,271	611,106
Metro	787,104	65,592
East Mult. Co Soil & Water Dist	582,588	48,549
Portland Community College	1,540,617	128,385
Mount Hood Community College	1,327,763	110,647

Table 15 shows the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FY 2026. By FY 2031, revenues added to the permanent rate levies would exceed the revenues foregone during the use of tax increment financing.

**Table 15. Additional Revenues Obtained After Termination of TI Financing**

<b>Revenues Gained 2026-2031</b>	<b>Total PV</b>
Port of Portland Permanent	622,019
City of Portland Permanent	40,613,169
City of Portland Local Option	7,098,653
Multnomah County Permanent	38,540,362
Multnomah County Local Option	7,985,985
Metro	857,162
East Mult. Co Soil & Water Dist	634,442
Portland Community College	1,677,743
Mount Hood Community College	1,445,943

**X. RELOCATION REPORT**

This amendment does not change the original analysis for relocation which was provided when the Plan was adopted.

**XI. COMPLIANCE WITH LAND AREA AND ASSESSED VALUE LIMITS**

State law limits the percentage of a municipality’s total assessed value and area that can be contained in an urban renewal area at the time of its establishment to 15 percent for municipalities with a population of 50,000 or greater. The expansion will include an additional value of \$93,712,570. The net addition of 140.05 acres in the expansion will increase the Area’s acreage by 5 percent, from 2,706.74 acres to 2,846.79 acres. The City is still in compliance with the 15% standard for assessed value and acreage to be included in urban renewal areas. See Table 16 for a review of all URA districts assessed value and acreages.

**Table 16. Compliance with AV and Acreage**

<b>Urban Renewal Area</b>	<b>Frozen Base Assessed Value</b>	<b>Acres</b>
Airport Way	\$129,701,177	2,726
Central Eastside	\$224,626,739	692
Downtown Waterfront	\$70,866,644	279.03
South Park Blocks	\$378,055,680	160.55
Oregon Convention Center	\$248,689,281	594
North Macadam	\$180,450,967	402
River District	\$358,684,364	309.21
Interstate	\$1,019,370,465	3,769
Gateway	\$307,174,681	659
Willamette Industrial	\$481,443,135	758
Lents existing	\$620,720,135	2,706.74
Lents proposed	\$93,712,570	140.05
<b>Total</b>	<b>\$4,019,783,268</b>	<b>13,195.58</b>
Total Acreage, City of Portland		92,773
Total Assessed Value City of Portland Less Incremental Assessed Value in Urban Renewal Areas	\$37,261,781,831	
<b>Percent of Portland AV in Urban Renewal Areas</b>	<b>10.78 %</b>	
<b>Percent of Portland Area in Urban Renewal Area</b>		<b>14.22%</b>

# PDC

PORTLAND DEVELOPMENT COMMISSION

## Resolution Number 6583

TITLE: RESOLUTION APPROVING THE PROPOSED FIRST AMENDMENT TO THE LENTS TOWN CENTER URBAN RENEWAL PLAN AND DIRECTING THE AMENDMENT BE SUBMITTED TO THE PORTLAND CITY COUNCIL FOR ADOPTION

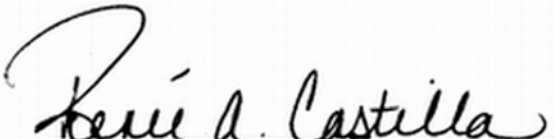
Adopted by the Portland Development Commission on May 14, 2008.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Mark Rosenbaum, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Sal Kadri	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Bertha Ferrán	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Charles Wilhoite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

### Certification

The undersigned hereby certifies that:

*The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.*

  
Renee A. Castilla, Recording Secretary

Date: June 12, 2008